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Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Atlantic and Gt. Western Railway	906
Hannibal and St. Joseph Railroad	906
Chesapeake and Ohio Railroad	907
Vera Cruz and Mexican Railway	907
Dividend and Interest Tables	910, 908
Federal and State Securities	909
Railroad Share List	918
Stock Exchange and Money Market	925
St. Joseph and Denver City Railroad	927
Journal of Railroad Law	928
Narrow Gauge Railroads	928
Virginia Valley Railroad	929
Harrisburg Car Manuf. Co.	929
Marquette and Ontonagon Railroad	929
Railroads of Connecticut	930
Blue Ridge Railroad	905, 930

American Railroad Journal.

New York Saturday, August 19, 1871.

FIRST MORTGAGE SINKING FUND LAND GRANT BONDS OF THE ST. JOSEPH AND DENVER CITY RAILROAD COMPANY, WESTERN DIVISION.

These bonds can now be had from the undersigned, or through the principal banks and bankers of the United States.

They have thirty (30) years to run, bearing Eight per Cent. (8 per cent.) Interest, payable on 15th days of August and February in each year. The Principal and Interest are payable in Gold. The Principal in New York; the Interest in New York, London and Frankfort-on-Main, free of tax. They are Coupon Bonds, but can be registered or converted into Registered Bonds, and are receivable at par and accrued interest in payment for the Company's land sales. The payment of the principal and interest is secured by a first and only mortgage on the Company's Lands, granted by the United States in 1866, lying on the line of this road, amounting to 1,500,000 acres, the railway of the Western Division extending from Marysville, Kansas, to a junction with Union Pacific Road at Fort Kearney, a distance of 170 miles, together with the Equipments appertaining,

Franchises, Rights of Way and Personal Property.

The mortgage is made to the Farmers' Loan and Trust Company of New York, as Trustees.

The Bondholders are amply protected by the terms of the Mortgage Deed, which prohibits a sale of the Company's lands at less than four (\$4) dollars per acre, and a release of the lien of this Mortgage upon any portion sold until the purchase money is paid to the Trustees, who are authorized to apply the same to the payment of these Bonds, either by purchase or to the Sinking Fund, for their redemption at maturity. This will more than extinguish the debt and leave the railway and equipments free. The security for the payment of these Bonds is therefore beyond all contingency.

Holders of 5-20s, and especially those who do not desire to be paid off at the Treasury Department, can now exchange their Governments for these Bonds at a good and substantial profit.

The location of the line of the St. Joseph and Denver City Railroad is a commanding one, from the fact that it is a practical extension westwardly of the Hannibal and St. Joseph, the next Land Grant road after the Illinois Central. The St. Joseph and Denver City Railroad is fed at its eastern terminus (St. Joseph) by railway lines coming direct from Hannibal, St. Louis, Chicago, and local roads converging at St. Joseph. Its business is therefore secured. Its connection with the Union Pacific road opens up the through middle route across the Continent, and is of national importance. This is reflected in the fact that the quantities of letters and telegrams which we have received during the few days the Bonds have been for sale, applying for these securities, indicate the quick response of the American people in support of internal improvements, while at the same time they make a good investment.

Price for the present, 97½ and accrued interest in currency.

Circulars, maps, pamphlets, documents, &c., furnished upon application.

Expressage relating to the Bonds free. Marketable Securities received in exchange.

We have been at great expense in the examination of this property and the bonds, and are satisfied the investments in this Loan will not only

be safe but profitable. We base our calculations on the fact that the First Mortgage Bonds of this Company, on the Eastern Division, lately successfully placed by our firm at 97½, have advanced to 102 and accrued interest, making them rule at 106, or nearly ten per cent. advance.

Under all circumstances, we unhesitatingly recommend them.

TANNER & CO., Bankers, No. 11 Wall Street.

Blue Ridge (S. C.) Railroad Securities.

Among the matters of local finance which was before the South Carolina Taxpayers' convention held last May was the question of the validity of \$4,000,000 of bonds of the Blue Ridge railroad, endorsed in the name of the State, of which \$3,100,000 have been issued by the company and pledged as collateral security. The convention referred the question to Messrs. Porter & Conner, of Charleston, and Hon. James Chesnut, of Kershaw, for their legal opinion, which has now been rendered. They say that the conditions upon which the bonds were to be used have not been complied with, that the action of the company in pledging the bonds was in violation of law, and that it is a very serious question whether the State is liable for the bonds thus illegally used.

Chicago, Danville and Vincennes Railroad.

The construction of this important road is rapidly approaching completion, the track being already laid to within 20 miles of Danville.

A very large force is at work upon the remainder of the line; the iron is upon the ground; ties, splice bars, spikes, &c., are distributed on each unfinished mile, and if the weather is favorable, the contractors are confident of their ability to lay the "last rail" by the 10th of September.

Active measures are being taken to construct the Peachbottom railroad with the narrow gauge between the Susquehanna river and Oxford. A stock basis of \$75,000 is required for this. The subscriptions already reach \$3,000 per mile, and it is estimated that an increase to \$4,000 will warrant the commencement of the enterprise. It is to make a connection with this route, that the building of the Wilmington and Western railroad is urged forward.

Atlantic and Great Western Railway.

Communications announce the final rescue from danger of this property, representing a total of 13,000,000, of which the largest proportion is held in England and on the Continent. The line (510 miles in length) forms one of the grand outlets to the West, but its access to New York being by the Erie, with which it is connected at Salamanca, it had fallen under the control of the directors of that concern, owing to an agreement entered into with them at a time before it was known that any such agreement meant simply ruin. Mr. James McHenry, the president, has, however, incessantly labored in the interest of all concerned to wrench it from these hands, and, with unflinching financial support from Messrs. Bischoffsheim and Goldschmidt, his sagacity has resulted in complete success. As the line runs in its course through three States—New York, Pennsylvania, and Ohio—a legal battle had to be fought in each. About a fortnight back news was received of the redemption of the New York section. A week later a similar announcement came with regard to the Pennsylvania section, and to day the final notification has arrived concerning that of Ohio. A process of foreclosure in the several States has enabled the property to be bought in for the rightful owners, and now their trustees—General McClellan, Senator Thurman, and Mr. W. B. Duncan (Duncan, Sherman, and Co.) have possession of the whole, including lands, lines, rolling stock, and assets of every description. To reorganize and develop all its resources is their only remaining task, and meanwhile, after the instances incessantly recorded from New York during the past few years of judicial corruption and shameless brigandage, it is a matter of rejoicing, in which all the respectable classes in America will heartily share, to record the consummation that has in this case been achieved.—*London Railway Times, Aug. 5.*

Hannibal and St. Joseph Railroad.

The receipts from traffic for the years ended August 31, 1869 and 1870, were as follows:

	1869.	1870.
Passenger traffic....	\$1,153,632 37	\$1,258,225 25
Freight do.	1,565,128 56	1,882,070 86
Mail and miscel.	122,916 39	128,194 28
Kansas City Bridge—		
tolls and rents....	320 15	71,734 49

Total.....\$2,841,997 47 \$3,340,224 88

The expenditures on account of operating and repairs were:

Train service.....	\$109,528 98	\$147,134 28
Station do.	174,460 85	189,325 24
Water do.	18,902 87	21,314 02
Engine do.	112,481 78	148,392 97
Car do.	24,327 38	42,960 65
Mail	2,875 00	2,833 27
Loss & dam'ge (fr'ght)	20,802 91	11,455 03
Do. Do. (stock)	55,727 05	57,610 61
Stationery & printing	27,017 82	25,431 81
General expenses....	99,971 76	90,411 64
Taxes	46,743 16	51,587 44
Foreign agencies....	55,104 73	70,289 17
Roads, bridges and		
fences (repairs)....	647,672 22	609,871 53
Buildings (repairs)...	33,382 71	36,168 02
Locomotives (repairs)	163,313 30	205,734 72
Cars—pass. and bag-		
gage (repairs)....	64,768 26	62,928 68
Cars—fr'ght (repairs)	148,046 86	128,753 93
Cars—road (repairs)...	5,366 97	5,741 76
Oil and waste.....	21,626 83	34,355 15
Fuel	119,083 32	152,636 67
Telegraph	24,931 04	31,036 10
Kansas City Bridge..	1,697 96	11,484 66
Miscellaneous.....	47,999 47	109,101 16
Transfer	52,354 31	.....

Total.....\$2,078,183 55 \$2,240,558 01

Net earnings.....\$763,813 92 \$1,099,666 87

The following amounts were expended in construction & equipment. \$1,090,934 52 \$831,268 85

The aggregates of the value accounts for the last seven years sum up as follows:

	Earnings.	Expenses.	Profits.	Construc- tion, &c.
	\$	\$	\$	\$
1863-64.	1,788,034	1,155,660	632,374	215,416
1864-65.	2,135,872	1,872,035	263,837	470,073
1865-66.	2,359,013	2,200,503	158,509	627,160
1866-67.	1,716,270	1,427,998	288,272	362,248
1867-68.	2,184,168	1,371,652	812,516	421,013
1868-69.	2,841,997	2,078,184	763,813	1,090,935
1869-70.	3,340,225	2,240,558	1,099,667	831,269

Total...16,365,579 12,346,590 4,018,988 4,018,114
An. av...2,337,940 1,763,799 574,141 574,016

The amounts of money used in construction and equipment for the seven years was as follows:

New freight cars.....	\$922,202 96
New passenger and baggage cars...	306,978 57
New locomotive engines.....	826,382 83
Repairs of locomotives used on road	
work	62,439 59
New buildings.....	323,817 86
Roads, bridges and fences.....	1,377,182 61
Station service.....	152 00
Water service.....	11,751 76
Engine service.....	53,340 73
Repairs of road cars.....	50,370 73
Oil and waste.....	7,857 54
Fuel	45,110 91
Miscellaneous.....	30,525 54

Total.....\$4,018,113 63

As at present organized the roads of the Hannibal and St. Joseph company consists of a main line extending from St. Joseph to Hannibal, 207 miles. At the first named point connecting with the St. Joseph and Denver City Railroad, already in operation to Marysville, Kansas, and in rapid progress to Fort Kansas, Neb., where it will unite with the Union Pacific Railroad; and with the Kansas City, St. Joseph and Council Bluffs Railroad, which traverses the Missouri Valley in Missouri and Iowa from Kansas City to Council Bluffs, Omaha and Sioux City. At Hannibal the east terminus of the main line it connects with the Hannibal and Naples Railroad and through it with the Toledo, Wabash and Western Railroad and the whole net work of eastern lines to the Atlantic ports. At Palmyra a branch 15 miles in length extends to Quincy, at which point a magnificent bridge spans the Mississippi, and enables this road to connect with the Chicago lines as well as the Toledo, Wabash and Western Railroad, &c. From Cameron to Kansas City, 53 miles, another branch projects, and crossing over the Missouri River on the new bridge (owned by this company) connects with the Kansas Pacific and the numerous other railroads forming the southwestern system, reaching to New Mexico and the Gulf of Mexico. A glance at the map will at once impress the mind that the roads of this company, from their geographical position, will secure to them a very important share of the transcontinental trade and travel and almost a monopoly of a wide breadth of country on both sides of them.

The equipment of the road at the close of the fiscal year 1869-70 was as follows: Locomotive engines (10 added in year), 79; Coaches in good condition (8 new) 30; smoking cars, 4; coaches (old), 8 and used as way cars 5—47; mail and ex-

press cars (12-wheel), 8; mail and baggage 1, and baggage (28 feet) 3—7. Freight cars—grain and merchandise, 162; combination, 643; open stock, 124; platform, 233; coal, 85—1,247. Also, dump cars 26, hand cars, 70, way cars with freight trains 26—122. The sleeping car equipments, formerly owned by the company, was disposed of to the Pullman Palace Car company November 1, 1869. The increase in the freight equipment in 1869-70 was 410 cars, of which 110 were manufactured at the Hannibal shops. Additional engines and cars are called for.

The operations of the company in 1868-69 and 1869-70 compare as follows:

PASSENGER TRAFFIC.

	1868-69.	1869-70.
Westward:		
Local passengers....	133,154	149,266
" " mileage	5,882,780	6,055,482
" " revenue	\$309,386 85	\$281,778 32
Through passengers.	35,179	49,609
" " mileage	7,744,186	10,908,941
" " revenue	\$328,341 65	\$441,711 62
Total passengers....	168,333	198,876
" " mileage	13,268,866	16,974,423
" " revenue	\$637,738 51	\$723,489 94
Eastward:		
Local passengers....	123,351	137,079
" " mileage	5,475,654	5,985,882
" " revenue	\$276,288 57	\$262,746 81
Through passengers.	24,048	23,387
" " mileage	5,288,245	6,263,222
" " revenue	\$239,505 29	\$271,988 44
Total passengers....	147,399	160,467
" " mileage	10,763,899	12,249,104
" " revenue	\$515,893 86	\$534,735 25

East and west:

Passengers.....	315,733	364,343
" " mileage..	24,890,765	29,223,527
" " revenue..	\$1,153,632 37	\$1,258,225 25

The average rate of fare per mile (cents) was in 1868 69 4.73, and in 1869-70, 4.30½. This shows that while the passenger mileage has increased 20 per cent., the earnings therefrom have been increased scarcely 9 per cent.

FREIGHT TRAFFIC.

	1868 69.	1869-70.
West:		
Tons carried.....	253,195	302,175
Tons one mile.....	32,886,232	54,155,246
Revenue	\$1,204,199 51	\$1,465,741 47

East:

Tons carried	110,768	109,656
Tons one mile.....	11,396,174	16,703,608
Revenue	\$560,929 05	\$416,329 39

West and East:

Tons carried	363,963	411,831
Tons one mile.....	44,282,406	70,858,854
Revenue	\$1,565,128 56	\$1,882,070 86

These figures show an increase of 65 per cent. in tons carried one mile westward while the earnings have been increased but 21¼ per cent.; and an increase of 46 per cent. in tons one mile eastward, with an increase in earnings of but 15.4 per cent.

The cattle, hogs and lumber traffics in the two last years compare as follows:

	1868 69.	1869 70.
Cattle	59,729	84,433 Inc. 24,704=40 p.c.
Hogs	116,116	89,315 Dec. 26,801=30 p.c.
Lumber, M.ft	62,763	102,179 Inc. 39,416=60 p.c.

The shipments from Hannibal and Quincy in 1869-70 amounted to 62,328 and 15,894 respectively, or in total 78,222 tons. In the previous year they were 43,710 and 12,383, or a total of 56,093 tons. Increase for Hannibal, 18,618 tons,

or 40 per cent., and for Quincy 3,511 tons, or 30 per cent.

The following is a summary of the general operating account (receipts and expenditures) for the seven years from September 1, 1863 to August 30, 1870:

Passenger receipts.....	\$6,174,953 08
Freight do.....	9,112,901 64
Miscel. do.....	946,542 38
Military account.....	171,724 43
Kansas City bridge, rents and tolls	67,484 96
Missouri river packets (net).....	211,827 86
Capital stock.....	957 00
Interest, discount & exchange (net)	11,171 24
Lots and lands sold.....	1,281 95

Total.....	\$16,698,944 54
Operating expenses.....	\$16,325,082 38
Land department.....	224,074 82
Sundries.....	140,970 15
Cash & cash assets.....	8,817 19

1863-64.....	\$16,325,082 38
1864-65.....	\$224,074 82
1865-66.....	
1866-67.....	
1867-68.....	
1868-69.....	
1869-70.....	
Total.....	\$149,787 84

Other receipts during the period embraced, less amounts paid therefrom, &c., \$13,410 19.

The sums total of receipts and expenses balancing as in first account at \$16,698,944 54.

The financial condition of the company, as per general or capital account of August 31, 1870, furnishes the following details:

* In 1863-'4 deficit, \$74,036 14, and in 1867-'8, \$28,121 84—total deficit, \$102,157 98, which deducted from the total of the packet account \$313,985 84, leaves as above a total income from packet service of \$211,827 86.

† Including operating expenses, materials, new equipment, construction, buildings, fences, &c., paid from income account and sundries.

State bonds at 20 years.....	\$1,500,000 00
State bonds at 30 years.....	1,500,000 00
Total.....	\$3,000,000 00

Capital stock 41,517 shares.....	4,151,700 00
Preferred stock * 50,872.24 shares..	5,087,224 00
Six year 10 p. c. mortgage bonds.....	\$69,000 00
Three year notes.....	810,000 60
Two year notes.....	1,024,300 00
Fifteen yr 8 p. c. bonds	1,209,500 00
Quincy and Palmyra R. R. bonds.....	500,000 00
Kansas City and Cameron R. R. bonds...	1,200,000 00
Total.....	4,812,800 00

Land fund, cost of securities purchased and cancelled by the trustees and delivered to the company	2,273,640 38
New mort. land bonds.....	\$1,503,700 00
New mort. conv. bonds.....	5,600 00
Balance of account.....	631,279 80
Total.....	\$21,465,944 18

Construction, Sept. 1, 1863.....	\$6,141,845 70
Construction, 1863 to 1870.....	1,525,945 16
Total.....	\$7,667,790 86

Equip., Sept. 1, 1863.....	\$744,827 15
Equip., 1863 to 1870.....	2,055,564 36
Total.....	2,800,391 51
Engineering, Sept. 1, 1863.....	192,614 35
Fencing.....	119,151 94
Expenses and contingencies.....	431,618 14
Telegraph.....	17,156 44
Depot grounds, &c. (net).....	115,145 05
Depot buildings, offices, &c.....	519,004 84
Right of way.....	59,897 24
Interest Sept. 1, 1863.....	\$4,981,807 76
Interest (net) June.....	1,461,309 00

Q. and P. R.R. and cost of approach to Quincy bridge.....	339,703 97
Kansas City and Cameron R. R. and bridge.....	2,240,694 56
Land debt, Sept. 1, 1863.....	\$92,906 19
Land debt, 1863 to 1870.....	244,992 47
Total.....	337,898 66
State sinking fund.....	1,900 00
Fiscal agency account.....	179,365 83

Total.....\$21,465,944 16

The Land Department Account stood as follows at the close of the fiscal year 1869-70:

Sales of 467,126.60 acres of land.....	\$4,818,582 02
Sales of 936 village lots.....	130,965 67
Interest to maturity of contracts.....	1,208,377 51

The amounts paid are.....\$6,157,925 20

Principal.....	\$2,127,125 17
Interest (direct).....	479,189 38
Interest (additional).....	16,266 03
Total.....	2,622,580 58

Unsettled payments on contracts including interest to maturity.....\$3,473,172 33

The receipts paid on account of sales and interest have been disposed of as follows:

For \$220,500 old land bonds and interest.....	\$236,321 65
For \$172,500 new land bonds and interest.....	175,103 07
For 1,457.12 shares pref. stk. @83½.....	121,426 67
Remittances to trustees.....	2,090,085 90
Total.....	\$2,622,937 29

* This stock is entitled to 7 p. c.; and any surplus after dividing 7 p. c. to both capital and preferred stocks, is to be divided equally between the two classes of stock.

The trustees' account Dec. 31, 1869, shows purchase of \$1,669,450 of new bonds, costing.....\$1,740,788 99

Premiums of exchange &c.....	\$1,865 80
Incidental exp., &c.....	966 48
Salaries of three trustees.....	25,000 00
Remittances, as above.....	\$2,090,085 90
Interest and premium.....	12,760 72
Total.....	\$2,102,846 62

Balance of trustees' account..... 334,225 35

Total.....\$2,102,846 62

The following directors were elected November 7, 1870:

James F. Joy, Detroit, Mich.; Nathaniel Thayer, Sidney Bartlett, John A. Burnham, H. H. Huonewell, and James H. Blake, Boston, Mass.; James Craig, St. Joseph, Mo.; John V. L. Pruyn, Albany, N. Y.; and William H. Neilson, New York city.

President.—JAMES CRAIG, St. Joseph, Mo.

Chairman of Board.—JAMES F. JOY, Detroit, Mich.

Treasurer of Fiscal Agency.—R. S. WATSON, Boston, Mass.

Secretary and Treasurer.—JOHN L. LATHROP, Hannibal, Mo.

Sup't and Chief Engineer.—GEORGE H. NETTLETON, Hannibal, Mo.

Land Commissioner.—EDWARD WILDER, Hannibal, Mo.

Fiscal Agency, Boston, Mass.

General Office, Hannibal, Mo.

Vera Cruz and Mexican Railway.

A further portion of the line of the Mexican Railway Company, between Apixaco and Vera Cruz, has been opened for traffic; and Mr. Mills, the general manager, has just reported to the London Directors that the Company is now carrying all the goods forwarded from Vera Cruz in the direction of the capital, Mexico. Between Vera Cruz and Paso del Macho, the distance is 47 miles; the carters, who formerly carried by the ordinary route, now use the line exclusively, and it is found that the same is the case with every additional mile that is opened. The line is gradually obtaining the entire traffic, both goods and passengers, of the country. It will shortly be opened to Cordova, and then the receipts from the passenger traffic will considerably increase, as the merchants and principal inhabitants of Vera Cruz will remove their families up the country in that direction during the hot season. The opening to Cordova was expected to take place about the middle of last month. Meanwhile, the receipts of the Vera Cruz section, during the first four months of the year, amounted to 98,723 dollars, against 67,687 dollars in the corresponding period of 1870.

Chesapeake and Ohio Railroad.

The corrective survey of the Ironton, Portsmouth and Cincinnati railroad has been completed and the result, accompanied by profile maps, estimate of cost of construction, &c., will be laid before the officers of the Chesapeake and Ohio Railroad Company in the course of a few weeks for inspection. The whole distance from Columbia to Portsmouth by this air line route is 92 to 93 miles, which can be reduced to 90 miles when the road is permanently located, with a maximum grade of 35 feet, and no abrupt curves. The grading will not, it is considered, cost over one million dollars.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna*100	\$3,355,000	J. & J.	Jul. '71 31	Hartford and New Haven100	4,796,925	J. A. J. & O.	July '71 3	Portl., Saco & Portsmouth100	11,500,000	J. & D.	Jun. '71 5
American Central100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph100	4,151,700	Aug. '70 31	Aug. '70 31	Ports, Gt. Falls & Conway100	170,000	J. & J.	July '71 4
Atlantic and West Point100	1,232,200	J. & J.	July '70 4	Do. 100	6,078,224	Aug. '70 7	Aug. '70 7	Providence & Worcester100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina100	5,545,225	-----	-----	Hanover Branch, Pa. 50	116,850	M. & N.	May '71 5	Raleigh and Gaston100	6,000,000	A. & O.	Oct. '70 31
Atlantic & Gt. Western 50	25,879,923	-----	-----	Hanoverton100	320,000	J. & J.	July '71 4	Rensselaer and Saratoga100	4,000,000	-----	-----
Do. pref. 50	1,919,000	-----	-----	Huntingdon & P'd Top 50	1,180,000	J. & J.	July '71 4	Richmond and Danville100	847,100	-----	-----
Atlantic & St. Lawrence*100	2,494,900	M. & S.	Mar. '71 2	Do. pref. 50	615,950	J. & J.	Jan. '68 31	Richmond and Petersburg100	1,041,800	-----	-----
Augusta and Savannah100	733,700	J. & J.	Jan. '70 31	Illinois Central100	25,280,240	J. & J.	Aug. '71 5	Rockport100	88,400	-----	-----
Baltimore and Ohio100	13,151,962	A. & O.	Apr. '71 4	Indianapolis, Cin. & Lafayette50	6,185,897	M. & S.	Sep. '67 4	Rome, Waterl. and Ogden100	2,998,900	J. & J.	Nov. '67 2
Bd. Washington Br.100	1,680,000	A. & O.	Apr. '71 5	Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '63 5	Rutland preferred100	1,831,400	F. & A.	Aug. '71 31
Baltimore City Passenger100	670,000	J. & J.	July '71 4	Joliet and Chicago*100	1,600,000	J. A. J. & O.	July '71 11	St. L., Alt. and T. Haute100	2,300,000	Annual.	June '70 7
Bay de Noquet & Marq.100	1,250,000	A. & O.	Apr. '68 3	Joliet & North. Indiana*100	300,000	J. & J.	July '71 4	St. L., Jack'nv. and Ohio100	2,478,750	-----	-----
Belvidere Delaware100	995,800	-----	-----	Lake Shore & Mich. So.100	35,000,000	F. & A.	Aug. '71 4	Sandusky and Cincinnati100	2,089,000	M. & N.	May '71 3
Berkshire100	600,000	J. A. J. & O.	July '71 11	Do. guar.100	633,500	F. & A.	Aug. '71 4	Sand. Mansf. and Newark100	445,596	-----	-----
Blossburg & Corning*50	250,000	J. & D.	Jun. '71 3	Lackawanna & Bloomsb. 50	1,335,000	-----	-----	Savannah and Charleston100	905,222	-----	-----
Boston and Albany100	19,150,800	M. & N.	May '71 5	Leeds and Farmington*50	-----	J. & J.	July '71 3	Schenckkill and Susquehanna 50	1,000,000	-----	-----
Boston and Chelsea100	110,000	A. & O.	Apr. '71 4	Lehigh and Mahanoy 50	2,158,565	J. & J.	Jan. '67 6	Second and Third St. (Ph.) 50	1,289,150	J. & J.	July '71 5
Boston, Concord & Mont.100	459,400	-----	-----	Lehigh and Susquehanna. 50	8,739,500	M. & N.	May '67 5	Schenckkill Valley*50	203,757	J. & J.	Jan. '71 24
Do. pref. 100	1,340,400	M. & N.	May '71 3	Lehigh Valley100	17,718,400	J. A. J. & O.	July '71 2	Seaboard and Roanoke100	678,050	M. & N.	Nov. '70 4
Boston and Lowell100	2,215,000	J. & J.	July '71 4	Lehigh Luzerne 50	344,650	J. & J.	Jan. '69 4	Second Avenue (N. Y.)100	670,000	-----	-----
Boston and Maine100	4,471,275	J. & J.	July '71 5	Little Miami*50	3,572,400	M. J. S. D.	June '71 2	17th & 19th streets (Ph.) 50	130,000	-----	-----
Boston and Providence100	3,700,000	J. & D.	June '71 5	Little Schuylkill*50	2,616,100	J. & J.	July '71 3	Shamokin V. and Pottav. 50	869,450	F. & A.	Feb. '71 5
Broadway (South Boston) 50	400,000	J. A. J. O.	July '71 2	Lomb. and South St. (Ph.) 25	90,000	-----	-----	Sixth Avenue (N. Y.)100	632,200	J. & J.	May '70 1
Broadway & 7th Av. (N. Y.)100	2,100,000	J. & D.	June '70 3	Long Island 50	8,000,000	P. M. A. N.	Aug. '66 2	Somerville100	750,000	M. & N.	May '71 3
Brooklyn City & Newt'n.100	399,800	F. M. A. N.	May '71 3	Louisv. Cin. and Lex. 50	1,623,482	J. & J.	Jul. '69 3	South Carolina100	5,819,275	-----	-----
Brooklyn City & Pitts.100	1,100,000	-----	-----	Do. pref. 100	848,700	J. & J.	Jul. '70 4	South Shore100	259,685	-----	-----
Buff. New York & Erie*100	950,000	M. & N.	May '71 4	Louisville and Nashville100	8,850,912	F. & A.	Feb. '71 4	South Western, Georgia*100	3,939,900	F. & A.	Feb. '71 4
Buffalo and Erie100	6,000,000	F. & A.	Aug. '70 3	Louisv. N. Alb. & Chicago100	2,800,000	-----	-----	Staten Island100	660,000	J. & J.	Jul. '67 4
Burlington and Mo. Riv.100	1,237,000	March.	Mar. '71 10	Lowell and Lawrence100	200,000	J. & J.	Apr. '71 3	Stony Brook100	287,800	M. & N.	May '70 3
Do. pref. 100	383,000	March.	Mar. '71 10	Lowell Horse100	55,830	J. & J.	Jan. '70 3	Stockbridge & Pittsfield100	443,700	F. & A.	Aug. '71 3
Cambridge Horse (Boston)100	777,800	A. & O.	Apr. '71 4	Macon and Western100	2,500,000	J. & J.	July '71 5	Syr., Bingham. and N. Y.100	1,314,130	J. & D.	July '71 4
Camden and Amboy100	5,847,800	F. & A.	Aug. '71 3	Mahanoy & P'd Mount*50	1,676,915	-----	-----	Taunton Branch100	400,000	-----	-----
Camden and Atlantic 50	377,100	-----	-----	Maine Central100	3,400,000	-----	-----	Tennessee and Alabama100	595,922	J. & J.	July '71 6
Do. pref. 50	753,697	-----	-----	Manchester & Lawrence100	1,000,000	M. & N.	May '71 5	Terre Haute and Indiana 50	1,988,150	J. & J.	May '70 1
Camden & Burlington Co.100	331,000	-----	-----	Marietta & Cincinnati100	2,029,778	-----	-----	Third Avenue (N. Y.)100	1,750,000	J. & J.	July '71 2
Cape Cod100	915,571	J. & J.	Jul. '71 31	Do. 1st pref. 50	81,300,719	M. & S.	Sep. '66 3	Thirteenth and Fif. (Ph.) 50	2,700,000	J. & J.	Jan. '71 2
Cape May and Millv. 50	447,000	J. & D.	June '71 3	Do. 2d pref. 50	4,460,368	M. & S.	Sep. '66 3	Tol., Peoria and Warsaw100	1,700,000	-----	-----
Cape May pref. 50	1,159,600	-----	-----	Massachusetts100	400,000	F. & A.	Dec. '70 3	Tol. (E. D.) pref. 100	1,300,000	-----	-----
Catawissa100	2,200,000	M. & N.	May '71 3	Memphis and Charleston100	5,312,725	J. & J.	July '71 5	Tol. (W. D.) pref. 100	1,400,000	-----	-----
Catawissa pref. 50	689,110	J. & J.	July '71 4	Memphis and Ohio100	570,000	J. & J.	July '71 5	Tol. Wabash and West.100	1,000,000	M. & N.	May '70 3
Cayuga & Susquehanna*50	765,000	M. & N.	May '71 3	Metropolitan (Boston)100	1,250,000	J. & J.	Dec. '70 2	Troy and Boston100	607,111	J. & D.	Jun. '71 31
Cedar Rapids & Mo. pref. 100	4,666,300	J. & J.	July '70 5	Michigan Central100	13,225,848	J. & J.	Dec. '70 2	Troy and Greenbush100	274,400	J. & D.	Jun. '71 31
Central of Georgia100	15,000,000	J. & J.	July '71 4	Middleboro' and Taunton100	149,029	J. & J.	Dec. '70 2	Union Transport'n (Bos.)100	200,000	M. & N.	Nov. '70 4
Central of New Jersey100	2,425,000	J. & D.	June '71 3	Middlesex (Boston)100	400,000	A. & O.	Apr. '71 3	Utica and Black River100	291,475	J. & J.	July '71 1
Central Ohio100	400,000	J. & D.	Jun. '71 2	Mill Creek and Minehill*100	323,375	J. & J.	July '71 1	Vermont and Canada*100	1,662,000	J. & J.	July '71 3
Do. pref. 100	970,000	-----	-----	Millville and Glassboro'100	405,020	F. & A.	Feb. '70 5	Vermont Central100	2,500,000	J. & D.	June '70 4
Con. Park, N. & E. River100	2,085,925	J. A. J. & O.	Jan. '70 3	Millw. & St. Paul.100	11,422,664	-----	-----	Vermont and Massachusetts100	5,000,000	-----	-----
Chemung*100	880,000	J. & J.	Jul. '71 2	Do. pref. 100	10,424,903	-----	-----	Vicksburg and Meridian100	357,408	-----	-----
Chesapeake preferred100	2,085,925	J. & J.	Jul. '71 2	M. Hill & Schuylk. Haven 50	3,855,450	J. & J.	July '71 3	Virginia Central100	2,353,679	-----	-----
Chicago and Alton100	8,925,500	M. & S.	Sep. '71 5	Mobile and Ohio100	4,269,820	J. & J.	July '71 3	Virginia and Tennessee100	3,506,300	-----	-----
Do. pref. 100	2,425,400	M. & S.	Sep. '71 5	Montgomery & W. Point100	1,644,101	J. & D.	Dec. '67 4	Western Jersey100	2,707,693	-----	-----
Chicago, Burl. & Quincy 50	1,600,210	M. & S.	Mar. '71 5	Morris and Essex*50	11,900,950	-----	-----	West Philadelphia100	1,209,000	F. & A.	Aug. '71 4
Chicago, Iowa & Nebraska100	10,000,000	J. & J.	July '71 5	Do. pref. 50	282,350	J. & J.	Jun. '71 3	Wilm. and Weldon100	249,100	J. & J.	July '71 5
Chicago and Milwaukee*100	2,227,000	J. & J.	July '71 5	Do. pref. 50	720,000	M. & N.	May '71 5	Winchester and Potomac100	1,463,775	J. & J.	Jan. '71 3
Chicago & N. Western100	14,676,629	J. & D.	June '71 5	Do. pref. 100	2,056,544	-----	-----	Warren100	1,547,650	J. & J.	July '71 3
Do. pref. 100	20,370,283	J. & D.	June '71 5	Nashville & Chattanooga100	1,818,000	F. & A.	Apr. '71 4	Worcester and Nashua 75	1,400,555	J. & J.	July '71 4
Chicago, R. I. & Pacific100	17,000,000	A. & O.	Apr. '71 4	Natagatuck100	500,000	A. & O.	Apr. '71 4	Chesapeake and Delaware 50	1,983,563	J. & D.	June '71 3
Cin. Ham. & Dayton100	8,500,000	A. & O.	Apr. '71 4	New Bedford & Taunton100	738,588	J. & J.	Jan. '68 5	Chesapeake and Ohio 25	8,228,596	F. & A.	Aug. '71 4
Cincinnati City Passenger Street100	428,646	M. & N.	May '71 3	New Haven & Northampton100	1,800,000	J. & J.	Jan. '68 5	Delaware Division100	1,633,350	F. & A.	Aug. '71 5
Cin. Sand. & Cleve. pref. 50	192,750	J. & J.	July '71 7	New Jersey100	7,297,200	F. & A.	Dec. '70 4	Delaware and Hudson100	15,000,000	F. & A.	Aug. '71 4
Citizens' Passenger (Phil.) 50	11,620,000	F. & A.	Aug. '71 3	New London Northern100	1,003,500	A. & O.	Apr. '71 4	Delaware and Raritan100	5,847,677	F. & A.	Aug. '71 3
Clev., Col. Cin. & Ind.100	2,056,750	M. & N.	May '71 3	N.Y. Central & Hudson R.100	45,000,000	A. & O.	Apr. '71 4	Erie of Pennsylvania100	64,000	-----	-----
Cleveland & Mahoning*50	7,494,588	F. M. A. N.	Aug. '71 2	Do. pref. 50	4,428,330	J. & J.	July '71 4	Lehigh Coal and Navigat. 50	8,739,800	M. & N.	May '67 5
Cleveland and Pittsburgh100	6,000,000	F. & A.	Aug. '71 2	New York and Harlem100	8,500,000	J. & J.	July '71 4	Monongahela Navigation 50	728,100	J. & J.	July '70 3
Cleveland and Toledo*50	6,000,000	F. & A.	Aug. '71 2	Do. pref. 50	1,500,000	J. & J.	July '71 4	Morris (consolidated)100	1,025,000	F. & A.	Aug. '71 2
Columbus and Xenia*50	1,786,800	M. J. S. D.	June '71 2	Do. pref. 100	2,400,000	J. & J.	July '71 4	Do. (preferred)100	1,176,000	F. & A.	Aug. '71 6
Concord 50	1,500,000	M. & N.	May '71 5	New York & New Haven100	9,000,000	J. & J.	July '71 5	Pennsylvania100	4,300,000	-----	-----
Concord & Ports. guar.100	350,000	J. & J.	July '71 3	N. Y., Provid. & Boston100	2,000,000	J. & J.	July '71 5	Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '67 6
Concord & Passumpsit, R. pref. 100	2,084,200	F. & A.	Aug. '71 3	Niag. Bridge & Caranda*100	1,000,000	J. & J.	July '71 5	Do. (pref.) 50	2,878,977	F. & A.	Feb. '67 6
Connecticut Valley 50	1,700,000	J. & J.	July '71 5	Norfolk & Petersburg guar.100	137,500	J. & J.	July '71 5	Susq. and Tide Water100	2,002,746	-----	-----
Cumberland Valley 50	1,316,900	A. & O.	Oct. '70 4	North Carolina100	4,000,000	M. & N.	May '71 3	Union100	2,907,850	J. & J.	Jan. '65 5
Danbury and Norwalk 50	400,000	quarterly	Dec. '70 3	Northern Central100	5,000,000	J. & D.	Jan. '71 4	W. Branch and Susq. 50	1,100,000	J. & J.	Oct. '67 4
Dayton and Michigan100	2,400,000	-----	-----	North Eastern (S. C.) pref. 100	155,000	-----	-----	Wyoming Valley100	800,000	-----	-----
Delaware*50	1,107,291	J. & J.	Jan. '71 3	Northern of N. Hampsh. 50	3,068,400	-----	-----	MISCELLANEOUS			
Del. Lackaw. & Western 50	16,277,500	J. & J.	Dec. '70 6	North Pennsylvania100	3,150,150	-----	-----	Pacific Mail Steamship100	20,000,000	M. J. S. D.	Sep. '69 3
Des Moines Valley100	1,820,200	-----	-----	Norwich & Worcester100	2,864,400	J. & J.	Aug. '71 5	West'n Union Telegraph100	35,000,000	J. & J.	Jan. '70 2
Detroit & Milwaukee100	452,350	-----	-----	Ogden & L. Champlin100	3,051,800	J. & J.	Aug. '71 5	American Coal100	1,500,000	M. & S.	Mar. '70 3
Do. pref. 100	2,096,000	-----	-----	Ohio and Mississippi100	2,000,000	A. & O.	Apr. '71 4	Ashburton100	2,500,000	J. & D.	Dec. '70 2
D. Dock, R. Rdw. & Bat.100	1,200,000	F. M. A. N.	May '70 2	Do. pref. 100	18,996,847	J. & D.	Jun. '71 3	Butler Coal100	500,000	J. & J.	Dec. '70 2
Dubuque and Sioux City*100	5,000,000	J. & J.	July '71 2	Oil Creek & Allegheny R. 50	4,024,474	J. & D.	Jun. '71 3	Central Coal100	2,000,000	J. & J.	Jan. '71 4
Do. pref. 100	392,550	J. & J.	July '71 3	Old Colony & Newport100	4,959,020	J. A. J. & O.	July '71 2	Fulton Coal100	200,000	J. & J.	Jan. '71 4
East Mahanoy100	4,082,000	J. & J.	July '71 3	Orange and Newark100	289,550	F. & A.	Feb. '71 4	Lackawanna Coal100	200,000	-----	-----
Eastern (N. H.)100	492,500	J. & J.	July '71 3	Oswego and Syracuse 50	482,400	-----	-----	Do. Pleasant Coal100	200,000	-----	-----
East Pennsylvania100	1,309,200	J. & J.	July '71								

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstanding.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.	
						* Indicates that no interest is paid.						
National Securities Aug. 1, 1871.												
Loan of June 14, 1858.....registered	\$6,045,000	5	Jan. & July.	1874	105 1/2	Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	104 1/2	
Loan of February 8, 1861.....coupon	13,955,000	5	"	"	110	" — Defense Loan Bonds.....	3,651,398	5	"	"	1883	
Loan of February 8, 1861.....coupon	13,707,000	6	Jan. & July.	1880	118 1/2	" — Southern Relief Bonds.....	100,000	6	"	"	1873	
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	110	Massachusetts—State Scrip.....	324,000	6	Jan. & July.	1874-75	97 1/2	
Loan of July 1, and Aug. 3, 1861.....registered	124,547,900	6	Jan. & July.	1881	118 1/2	"	275,000	5	April & Oct.	1874-75	97 1/2	
Loan of Feb. 25, 1862 (5-20s).....registered	81,418,800	6	"	"	118 1/2	"	320,000	6	May & Nov.	1872-80	97 1/2	
Loan of March 3, 1863.....coupon	64,773,200	6	May & Nov.	1882	114	"	133,000	6	June & Dec.	1872-77	97 1/2	
Loan of March 3, 1863.....registered	53,294,950	6	Jan. & July.	1881	118 1/2	"	3,000,000	6	Jan. & July.	1871-78	97 1/2	
Loan of June 30, 1864 (5-20s).....registered	42,283,000	6	"	"	118 1/2	" of 1883	600,000	5	"	"	1877-78	
Loan of March 3, 1865 (5-20s).....coupon	45,544,450	6	May & Nov.	1884	113 1/2	" — Const. Defense Loan.....	888,000	6	"	"	1883	
.. .. 2d series (5-20s).....coupon	174,488,900	6	Jan. & July.	1881	118 1/2	" — Bounty Loan of 1863.....	200,000	5	"	"	1883	
.. .. 3d series (5-20s).....coupon	237,834,050	6	"	"	118 1/2	" of 1864.....	4,379,500	5	May & Nov.	1894	98	
.. .. 4th series (5-20s).....coupon	27,498,500	6	Mar. & Sept.	1904	110	" (stg.).....	4,000,744	5	"	"	1894	
Loan of March 3, 1864, (10-40s).....registered	137,589,150	5	"	"	113 1/2	" — War Loan (cur. 5-20 yr.).....	3,505,000	5	Mar. & Sept.	1886	101	
Consols of July 14, '70 & Jan. 20, '71.....registered	63,400,000	5	F. M. A. & N.	1881	114 1/2	" — Western R. R. Loan, (stg.).....	761,816	5	April & Oct.	1871	97 1/2	
Consols coupon	7,340,000	4 1/2	F. M. A. & N.	1886	101	" — T. & G. R. R. & Hoosac T. stg.	3,506,580	5	"	"	1880	
Consols coupon	30,300,000	4 1/2	"	"	101	"	906,500	5	"	"	1890	
Dem. Cer. of Mar. 2, '67, and July 25, '68, (cur.)	14,000,000	3	"	"	101	"	200,000	5	Jan. & July.	1871	97 1/2	
Navy Pension Fund of July 23, 1868.....(cur.)	678,000	3	"	"	101	"	50,000	5	"	"	1877	
Certificates of Indebtedness 1870.....(cur.)	64,618,832	6	Jan. & July.	1869-99	115 1/2	"	400,000	5	"	"	1883	
Pacific R. R. Bonds.....(currency)	395,177,113	5 1/2	"	"	115 1/2	Michigan—Renewal Loan Bonds.....	3,599,024	6	"	"	1890	
U. S. Notes and Fractional Currency.....			"	"		" — Two Million Loan Bonds.....	160,000	6	"	"	1878	
						" — War and Bounty Loan Bonds.....	1,621,000	6	"	"	1878-88	
						" — Sault St. Marie Canal Bonds.....	478,000	7	May & Nov.	1890	100	
						Minnesota—State Building Loan Bonds.....	86,000	6	Jan. & July.	1879	100	
						" — Sioux War Loan Bonds.....	250,000	7	Jan. & July.	1877-79	100	
						" — Railroad Loan Bonds.....	100,000	7	May & Nov.	1872	100	
						Mississippi—State Bonds (for banks).....	2,275,000	7	"	"	1883	
						Missouri—State Bonds proper.....	2,000,000	6	Jan. & July.	1871-71	101 1/2	
						" — Interest Bonds of 1868.....	438,000	6	"	"	1883	
						" — Railroad Loans.....	2,727,000	6	"	"	1888	
						" — South Pacific guar.....	13,112,000	6	"	"	1874-90	
						" — Hannibal and St. Joseph.....	1,589,000	7	"	"	1876	
						Nebraska—(No Debt).....	3,000,000	6	"	"	1878-87	
						Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	101 1/2	
						New Hampshire—War Loan of July 1, 1861.....	899,200	6	"	"	1878	
						" of Sept. 1, 1864.....	600,000	6	Mar. & Sept.	1874-75	100	
						" of Oct. 1, 1865.....	1,000,000	6	April & Oct.	1871-74	100	
						New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	1871-84	100	
						" of 1863 (free).....	1,002,900	6	"	"	1876-96	
						" of 1864.....	593,400	6	"	"	1877-92	
						New York—Bounty Fund Stocks.....	1,478,000	7	"	"	1877	
						" Bonds.....	21,088,000	7	"	"	1877	
						" — General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	108 1/2	
						"	800,000	6	"	"	1878	
						"	348,000	5	"	"	pleas.	
						" — Canal Fund Stocks.....	900,000	5	"	"	1875	
						"	2,257,900	6	J. A. J. & O.	1872	106	
						"	5,150,100	6	"	"	1873	
						"	2,099,000	6	"	"	1874	
						"	473,000	6	"	"	1875	
						"	880,000	6	"	"	1877	
						"	1,106,420	5	"	"	1874	
						North Carolina—State Bonds for R. R. (old).....	4,738,800	6	Jan. & July.	1871-91	45 1/2	
						" (old).....	3,639,400	6	April & Oct.	1871-91	26 1/2	
						" — State Bonds for R. R. (new).....	2,628,000	6	Jan. & July.	1892-98	26 1/2	
						" (new).....	1,739,000	6	April & Oct.	1892-98	30	
						" — Funding & c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	30	
						"	1,821,400	6	April & Oct.	1899	10 1/2	
						" — Special Tax Bonds.....	11,407,000	6	"	"	1899	
						Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	10 1/2	
						"	1,600,000	6	"	"	1875	
						"	4,098,339	6	"	"	1881	
						"	2,400,000	6	"	"	1884	
						" — Union Loan (Columbus).....	366,975	6	May & Nov.	1871	106	
						Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	1874-84	101 1/2	
						Pennsylvania—Redemption Loan of 1867.....	92,850	6	Feb. & Aug.	1872	102 1/2	
						"	4,731,300	6	"	"	1872	
						"	90,400	6	"	"	1877	
						"	7,590,560	6	"	"	1877	
						"	725,950	5	"	"	1882	
						"	9,225,050	6	"	"	1882	
						"	400,000	6	April & Oct.	1879	107 1/2	
						" — Inclined Plane Loan.....	2,769,250	6	Feb. & Aug.	1871	100 1/2	
						" — Military Loan.....	384,000	5	Jan. & July.	1882	104	
						" — State Stocks (old).....	3,377,000	5	Feb. & Aug.	1877-78	104	
						" (old).....	112,000	4 1/2	Jan. & July.	1882	101 1/2	
						" (old).....	1,100,000	6	Mar. & Sept.	1882	101 1/2	
						Rhode Island—War Bonds of 1862.....	736,000	6	Jan. & July.	1883	101 1/2	
						" of 1863.....	239,000	6	April & Oct.	1883	101 1/2	
						" of 1863.....	841,000	6	Feb. & Aug.	1884	101 1/2	
						" of 1864.....	303,343	6	Jan. & July.	1870	101 1/2	
						South Carolina—Fire Loan of Stock 1838.....	484,445	5	"	"	1868	
						" bonds (stg.).....	970,000	6	"	"	1878	
						" — Blue Ridge R. R. bonds of '64	1,997,738	6	"	"	1871-90	
						" State Capitol bonds.....	1,431,700	6	"	"	1877-97	
						" Funded Debt of 1866 & coup.	1,285,800	6	J. A. J. & O.	1888	58 1/2	
						" Conversion Bonds of 1869.....	1,092,150	5	"	"	1888	
						" Funding & Special Bonds '68	1,398,640	5 1/2	April & Oct.	Var.	60	
						Tennessee—State Bonds proper.....	239,168	5 1/2	"	"	100	
						"	1,706,000	6	Jan. & July.	long.	76	
						"	24,008,500	6	"	"	76	
						" — Railroad Loans.....	2,172,000	6	"	"	76	
						" — Railroad Endorsements.....	4,069,503	6	"	"	76	
						" — Funding Bonds.....	1,025,000	6	"	"	76	
						Texas—No legal debt.....	201,000	6	June & Dec.	1878	101	
						Vermont—War Loan Bonds.....	21,617,578	6	Jan. & July.	long.	54 1/2	
						" Certificates.....	11,108,000	6	"	"	68 1/2	
						Virginia—State Stock.....registered	1,872,968	5	"	"	72 1/2	
						" coupon	1,473,000	6	"	"	73	
						"	466,250	5	"	"	73	
						"	104,300	6	Jan. & July.	77-78	100	
						West Virginia—Probably a third of the Debt of Virginia.....	104,300	6	"	"	100	
						Wisconsin—War Loan Bonds.....	104,300	6	"	"	100	

AMERICAN RAILROAD JOURNAL

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Buffalo, Corry and Pittsburg:						
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (B., C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:							1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	....
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	Buffalo, New York and Erie:						
2d Mortgage.....	9,000pm	8	"	"	1889	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	93
Alabama and Georgia:							2d Mortgage.....	350,000	7	May & Nov.	"	1872	....
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	Burlington, Cedar Rapids & Minn.						
Albany and Susq. (D. & H. Canal):							1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	Burlington and Missouri River:						
2d Mortgage, 1905.....	2,000,000	7	April & Oct.	"	1885	94 1/2	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	....
2d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds	1,999,380	8	"	"	1878	....
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	....
Allegheny Valley:							Stock Bonds	1,246,800	8	Jan. & July.	"	1889	....
1st General Mortgage, 1866.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	95	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	....
1st Mortgage, Eastern Ex.....	45,000	7	"	"	....	....	1st Mortgage land grant inconv.	5,000,020	7	April & Oct.	New York.	1893	97 1/2
Special Bonds to State of Penn.	3,500,000	6	"	"	....	....	Burlington & Mo. Riv. in Neb:						
American Central (C. B. & Q.):							1st Mort. for \$5,000,000, conv....	3,360,000	8	Jan. & July.	Boston.	1894	96
1st Mortgage, traffic guar. 1865..	800,000	8	Jan. & July.	New York.	1878	....	California Pacific:						
Androscoogin:							1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Camden and Amboy:						
Andros. & Kennebec (Maine C.):							Sterling Bonds, £288,000 @ 4.54..	1,398,824	6*	April & Oct.	London.	1880	....
1st Mortgage 1880 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	90-'91	86	Dollar Loan of 1875.....	675,000	6	"	New York.	1875	95
Atchison, Topeka and Santa Fe:							Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	89 1/2
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	85	Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	90
Atlanta and Richmond Air Line:							Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	96
1st Mortgage tax free, 1870.....gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	....
Atlantic and Great Western:							Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	....
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	London & N. Y.	76-'84	....	Camden and Atlantic:						
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	81-'83	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873	....
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	....
Atlantic and Gulf:							Camden and Burlington County:						
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage of 1866.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic, Mississippi and Ohio:							Carthage & Burlington (C.B. & Q.):						
1st Mortgage on whole line.....	15,000pm	....	"	New York.	1901	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	....
Atlantic and North Carolina:							Catawissa:						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	95
Atlantic and Pacific:							Cedar Falls and Minnesota Ill. C.:						
Land Mort. (500,000 acres).....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. & Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	80 1/2
1st Mortgage (So. Pacific).....gold	7,250,000	6*	"	"	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	....
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C. & N.W.):						
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	91-'16	88
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific:						
2d Mortgage, sterling.....	885,500	6*	"	London.	1884	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1878	....	2d Mortgage Govern'm't subsidy.	1,000,000	6	Jan. & July.	"	1895	....
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	....
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Iowa:						
Baltimore and Ohio:							1st Mort. conv. & tax free. gold	16,000pm	7*	Jan. & July.	New York.	1899	....
Loan of 1855, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96 1/2	Central of New Jersey:						
Loan of 1850.....	679,500	6	"	"	1880	96	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	....
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	96 1/2	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	101 1/2
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.):						
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	87 1/2
Baltimore and Potomac:							Central Pacific of California:						
1st Mort. of '69 for \$5,000,000 g'd	....	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.	95-'99	99 1/2
Bangor and Piscataquis:							Subordinate Loan (Int. by State)	1,500,000	7*	"	"	1885	100
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....	Convertible bonds.....	1,500,000	7*	"	"	1883	100
Barclay Coal:							Income bonds.....	10,000,000	....	"	"	"	....
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Charlotte and Savannah:						
Bay City and East Saginaw:							1st Mortgage guar. by S. Car....	505,000	6	May & Nov.	Charleston.	1870	....
1st Mort. guar. by F. & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta:						
Bay de Noquet and Marquette:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.) ..	371,500	7	"	"	1890	....
Belfast and Moosehead Lake:							1st Mortgage (consol. 195 m.) ..	786,000	7	"	"	1895	....
1st Mort. guar. by M.C.Co. gold.	150,000	6	May & Nov.	Portland.	1890	....	Cheraw and Darlington:						
Bellefontaine & Ind. (O.C.C. & Ind.):							1st Mortgage.....	500,000	7	April & Oct.	Charleston.	1870	....
1st Mortgage.....	637,000	7	Jan. & July.	New York.	70-'90	....	2d Mortgage.....	75,000	7	Jan. & July.	"	1879	....
Bellefonte and Snow Shoe:							Cherry Valley, Sharon & Albany:						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	....
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sink fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	....
Belvidere Delaware:							1st Mort. (Va. Cen. R.R. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	....
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. (" ") ..	186,500	6	"	"	1872	....
2d Mortgage (Camden and)	499,500	6	March & Sept.	Princeton.	1885	....	3d Mort. (" ") ..	901,000	6	"	"	1884	....
3d Mortgage (Amboy) ..	745,000	6	Feb. & Aug.	"	1887	85	Income.....	300,000	8	"	"	1876	....
Blue Ridge (S. Car.):							Cheshire:						
1st Mortgage guar. by State, gold	4,000,000	7	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	75-'80	95
Boston, Clinton and Fitchburg:							Chester Creek:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	....
Equalization or consol. bonds...	248,000	6	"	"	....	....	Chester & Chicago Br. Junction:						
2d Mortgage of 1869-'70.....	152,500	7	"	"	80-'90	....	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	....
Boston, Concord and Montreal:							Chester and Tamaroa:						
1st Mort. (Conc. to War. 71 m.)	760,000	7	Feb. & Aug.	New York.	1885	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
2d Mort. conv. (1st M. on 22 1/2 m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley:						
2d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	"	New York.	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877	....
Sinking Fund Mortgage.....	624,000	6	"	Boston.	1889	92	Chicago and Alton:						
Boston, Hartford and Erie:							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	2d Mortgage Income.....	2,400,000	7	Jan. & July.</			

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv. : 1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	Columbus and Hocking Valley : 1st Mortgage skg fund.....	\$1,400,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes : 1st Mortgage S. F. gold	2,500,000	7*	April & Oct.	New York.	1909	87 1/2	2d Mortgage.....	118,000	7	Jan. & July.	"	1880	....
Chicago, Dubuque & Minnesota : 1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	....	Columbus, Springfield and Cin. : 1st Mortgage for \$1,000,000.....	302,000	6	March & Sept.	New York.	1890	....
Chicago and Illinois Southern : 1st Mortgage.....	3,078,000	8	March & Sept.	New York.	1900	....	Columbus and Xenia : 1st Mortgage.....	374,000	6	"	Boston.	Due.	....
Chicago, Iowa and Nebraska : 2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	"	1892	....	Oneond and Claremont : 1st and 2d Mortgage.....	475,000	6	June & Dec.	Boston.	1876	....
2d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	Connecticut and Passumpsic Riv. : 1st Mortgage skg fund, 1886.....	481,000	7	"	"	1876	....
Chicago & Milwaukee (C. & N.W.) : 1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Notes payable, coupon tax free.....	250,000	6	March & Sept.	Boston.	1878	....
1st Mortgage (consol.) 85 m. guar.....	1,129,000	7	Jan. & July.	"	1898	....	Connecticut River : 1st Mortgage skg fund.....	81,500	7	"	Hartford.	18—	....
Chicago and Northwestern : Pref. sinking fund b'ds (193 m.).....	1,249,500	7	Feb. & Aug.	New York.	1885	100	Connecticut Western : 1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	88
Interest (P'ded coup.) b'ds (193m.).....	755,000	7	May & Nov.	"	1885	98 1/2	Connecting (Philadelphia) : 1st Mortgage.....	30,000	6	"	Boston.	18—	....
1st Mortgage General (193 m.).....	3,592,500	7	Feb. & Aug.	"	1885	....	Contoocook River : 1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....	Cooperstown and Susq. Valley : Coun. Bluff & St. Jo. (K. C. Y. St. J.).....	500,000	7	Jan. & July.	New York.	1890	....
1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1874	....	1st Mortgage.....	150,000	10	"	"	1872	....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1882	....	2d Mortgage.....	137,000	7	March & Sept.	New York.	1872	....
1st Mort. (Gal. & Chic. U. R. R.).....	1,807,000	7	Feb. & Aug.	"	1875	....	Covington and Lex. (Ky. Cen.) : 1st Mortgage March 1882.....	844,000	7	"	"	1885	....
2d Mort. (Gal. & Chic. U. R. R.).....	987,000	7	May & Nov.	"	1884	....	2d Mortgage March 1883.....	237,000	7	June & Dec.	"	"	....
3d Mort. (Gal. & Chic. U. R. R.).....	200,000	7	Jan. & July.	"	1878	....	3d Mortgage June 1885.....	803,500	6	March & Sept.	New York.	1891	....
Miss. Riv. Bridge (.....)	138,000	7	"	"	1898	....	Cumberland Coal and Iron : 1st Mortgage of March 1886.....	770,000	6	May & Nov.	"	1888	....
1st Mort. (Elgin and State Line).....	855,000	7	March & Sept.	"	1915	91 1/2	2d Mortgage of May 1, 1888.....	98,600	6	June & Dec.	"	1881	....
1st Mortgage (Peninsula).....	2,077,000	7	May & Nov.	"	1871	....	1st Mort. (George's Cr.) assumed.....	161,000	8	April & Oct.	Philadelphia.	1904	....
Consol. skg fund Mort. (800 m.).....	825,000	10	"	"	1874	....	Cumberland Valley : 1st Mortgage.....	162,500	8	Jan. & July.	"	1884	....
Equipment Mortgage.....	397,000	7	May & Nov.	"	1870	....	2d Mortgage.....	81,500	8	"	"	1890	....
1st Mort. (Chic. & Mil. R.R.) 45m.	6,400	7	Feb. & Aug.	"	1874	....	Plain bonds.....	100,000	7	Jan. & July.	New York.	1880	....
3d Mort. (.....) 45m.	182,000	7	March & Sept.	"	1898	....	Danbury and Norwalk : 1st Mortgage of 1869.....	200,000	7	"	"	1890	....
2d Mort. (Mil. & Chi. R.R.) 40m.	10,500	7	June & Dec.	"	1898	....	1st Mortgage of 1869.....	1,400,000	7	April & Oct.	Philadelphia.	1888	....
3d Mort. (.....) 40m.	1,129,000	7	Jan. & July.	"	1888	....	1st Mortgage tax free 1888.....	20,000pm	7	June & Dec.	New York.	1890	....
1st Mort. (Chi. & Mil. R.R.) 46m.	354,000	7	"	"	1889	....	Davenport and St. Paul : 1st Mortgage of June 1, 1870.....	2,776,000	7	Jan. & July.	New York.	1884	....
Chicago & Mich. Lake Shore : 1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	....	Dayton and Michigan : 1st Mortgage sinking fund.....	642,000	7	March & Sept.	"	1888	....
Chicago, Pekin & Southwestern : 1st Mortgage..... gold	25,000pm	7	Jan. & July.	New York.	1891	....	2d Mortgage.....	700,000	7	April & Oct.	"	1871	....
Chicago, Rock Island and Pacific : 1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	102 1/2	3d Mortgage.....	169,500	7	March & Sept.	"	"	....
Chi. & Southwes'n (C., R. I. & Pac.) : 1st Mort. guar. and tax free. gold	5,000,000	7	May & Nov.	New York.	1889	....	Toledo Depot bonds.....	149,000	7	March & Sept.	New York.	1879	....
Chillicothe & Brunswick (N. Mo.) : 1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	....	2d Mortgage, registered.....	125,000	7	June & Dec.	"	1879	....
Cincinnati, & Balt. (Mar. & Cin.) : 1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	....	Income Bonds.....	262,446	6	"	"	"	....
Cincinnati, Hamilton and Dayton : 1st Mort. of 1883 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	Dayton and Western : 1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
2d Mortgage of 1885.....	500,000	7	Jan. & July.	"	1885	....	1st Mortgage.....	433,000	6	"	"	1906	....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1877	....	Decatur & E. St. Louis (T. W. & W.) : 1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
Cinc. and Indiana (C. Laf. & Chi.) : 1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Decatur, Sullivan and Mattoon : 1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	77-87	....	Delaware : 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
Cincinnati and Indianapolis Junc. : 1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	Delaware State Loan.....	170,000	6	"	"	1876	....
1st Mortgage.....	800,000	7	March & Sept.	"	1893	....	Guaranteed Bonds.....	100,000	6	"	"	1876	....
2d Mortgage.....	250,000	7	June & Dec.	"	1884	....	Exten. (Stamf. to Delmer) bonds.....	100,000	6	"	"	1880	....
1st Mortgage (Newcastle Br.) : Cincinnati, Lafayette and Chi. gold	20,000pm	7	March & Sept.	New York.	1901	....	Delaware, Lackawann. & Western : 1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	....
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1895	....	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875	....
Cin. and Martinsville (C. & Laf.) : 1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	2d Mort. (General).....	1,633,000	7	March & Sept.	"	1891	100
Cincinnati, Richmond & Chicago : 1st Mortgage.....	560,000	7	Jan. & July.	"	1889	....	Denver Pacific : 1st Mortgage (Land grant)..... gold	2,500,000	7	May & Nov.	New York.	1897	....
2d Mortgage.....	65,000	7	"	"	1890	....	Des Moines Valley : 1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
Cincinnati, Sandusky and Clev. : 1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	....	1st Mortgage Land grant.....	4,690,000	8	"	"	1898	....
1st Mortgage of 1867.....	988,000	6	Feb. & Aug.	Boston.	1877	83 1/2	Income Bonds.....	462,000	7	Jan. & July.	"	1884	....
1st Mort. (San. Day. and Cin.).....	350,000	7	March & Sept.	"	1877	....	Detroit, Hillsdale and Indiana : 1st Mort. (16,000 p. m.)..... guar.	1,080,000	8	June & Dec.	New York.	1890	....
1st Mort. (San. City and Ind.).....	1,300,000	7	May & Nov.	New York.	1893	....	Detroit, Lansing & L. Michigan : 1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
Cincinnati and Zanesville : 1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1871-84	....	1st Mortgage.....	770,000	8	Jan. & July.	"	1879	....
Clev. Col. and Cine. (C. C. & I.) : 1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	1899	....	1st Mortgage Ionia and Lansing.....	300,000	8	May & Nov.	"	1880	....
Clev. Col., Cin. & Indianapolis : 1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	71-84	....	2d Mortgage Ionia and Lansing.....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mort. (C., C. and C. R. R.).....	365,000	7	June & Dec.	"	70-95	....	1st Mortgage, convertible.....	1,000,000	8	"	"	1875	....
1st Mort. (Buff. and Ind. R.R.).....	646,000	7	Jan. & July.	"	1873	....	2d Mortgage.....	628,525	7	Jan. & July.	"	1875	....
Cleveland and Mahoning : 1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	1st Mortgage Funded Coupons.....	377,115	7	May & Nov.	NY & Detroit.	1886	....
1st Mortgage.....	654,500	8	March & Sept.	"	1876	....	2d Mortgage Funded Coupons.....	1,916,639	6	"	New York.	1886	....
3d Mortgage sinking fund.....	117,500	7	Jan. & July.	"	1881	....	Bonds of June 30, 1866, (cond.).....	300,000	6	March & Sept.	NY & London.	1873	....
1st Mort. (Hubbard Br.) skg f'd.....	143,000	7	Jan. & July.	New York.	1900	....	Bonds of Sept. 6, 1866.....	160,867	6	May & Nov.	New York.	1878	....
Clev. Mt. Vernon and Delaware : 1st Mort. for \$1,500,000..... gold	400,000	7	Jan. & July.	New York.	1874	....	Sterling (Oakl. & Ottawa R. R.) : Dollar (.....)	51,000	7	"	"	"	....
Clev., Painesv. & Ash. (L. Shore) : 1st Mortgage Sunbury and Erie.....	500,000	7	Jan. & July.	New York.	1880	....	Detroit, Mon. & Tol. (M.S. & N.L.) : 1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1876	....
2d Mortgage (registered).....	1,000,000	7	April & Oct.	"	1892	95	Detroit and Pontiac (Detr. & Mil.) : 1st Mortgage.....	150,000	7	April & Oct.	New York.	1878	....
3d Mortgage.....	1,000,000	7	"	"	1892	....	2d Mortgage.....	100,000	7	Jan. & July.	"	1878	....
Cleveland and Pittsburg : 1st Mortgage.....	790,500	7	March & Sept.	New York.	1873	....	2d Mortgage.....	250,000	8	Feb. & Aug.	"	18-6	....
2d Mortgage.....	1,358,000	7	May & Nov.	"	1875	97	Dixon, Peoria & Han. (C.B. & Q.) : 1st Mortgage, traffic guarantee.....	800,000	8	Jan. & July.	New York.	1890	....
3d Mortgage.....	1,104,844	6	Jan. & July.	"	1892	84	Dubuque, Bellevue and Miss. : 1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1888	....
4th Mortgage.....	528,000	7	May & Nov.	"	1900	....	Dubuque Southwestern : 1st Mortgage, preferred.....	100,000	7	Jan. & July.	"	1888	....
Consol. skg f'd Mort. \$5,000,000.....	2,104,000	7	Jan. & July.	New York.	1885	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1900	....
Cleveland & Toledo (L.S. & M.S.) : 1st Mortgage Sinking Fund.....	864,000	7	April & Oct.	"	1872	....	Dunkirk, Warren and Pittsburg : 1st Mortgage tax free..... gold	1,000,000	7	June & Dec.	New York.	1900	....
2d Mortgage of 1868.....	115,000	7	June & Dec.	"	1872	....						
1st Mort. (Junc. R. R.).....	584,700	6	June & Dec.	Philadelphia.	1898	....						
Colebrookdale : 1st Mort. guar. by Ph. and Rdg. Columbia and Augusta (C. & A.) : 1st Mortgage on 85 miles.....	371,500	7	Jan. & July.	New York.	1890	....						
Columbus, Chicago & Ind. Cent. : 1st Mortgage Consol. skg fund.....	15,000,000	7	April & Oct.	New York.	1908	82 1/2							
2d Mortgage Consol. skg fund.....	6,000,000	7	Jan. & July.	"	1909	67 1/2							
Columbus & Ind. Cen. (C.O. & I.C.) : 2d Mortgage.....	821,000	7	Jan. & July.	New York.	1886	....						
Income Bonds.....	1,243,000	7	May & Nov.	"	1881	....						

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Dubuque and Sioux City:							Grand River Valley (Mich. C.):						
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	....	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (construction).....	600,000	7	" "	" "	1894	....	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888	....
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....	Greenville and Columbia:						
Dutchess and Columbia:							1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....	1st Mortgage not guaranteed.....	376,765	7	" "	" "	'81-'86	....
East Brandywine & Waynesburg:							Greenwich and Johnsonville:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
2d Mortgage.....	35,000	8	" "	" "	1873	....	Hackensack & New York (Erie):						
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	6,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	....	Hackens'k & N. York Ext. (Erie):						
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	....
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	....	Hannibal and Naples:						
Interest bonds (funded coupons).....	136,400	7	" "	" "	1876	....	1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898	83
East Tennessee, Virginia & Ga.:							Hannibal & Cen. Mo. (C. & Alton):						
1st Mortgage, consol. skg fund.....	3,500,000	7	Jan. & July.	New York.	1900	....	1st Mortgage guaranteed.....	5,000pm	7	Jan. & July.	New York.	1890	....
Eastern Mass.:							Hannibal and St. Joseph:						
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....	Mo. State Loan, 1861.....	1,500,000	6	Jan. & July.	New York.	1871	97
Loan of 1862, sterling.....	383,000	6	Jan. & July.	London.	1872	....	Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1885	....
Loan 1864, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	98	Six years Mortgage bonds.....	69,000	10	" "	" "	1872	....
Loan of 1868.....	160,000	6	April & Oct.	" "	1885	98	Three years' notes.....	810,000	8	" "	" "	1873	....
Loan of 1868.....	1,000,000	6	March & Sept.	" "	1888	....	Five years' notes.....	1,024,300	8	" "	" "	1875	....
Loan of 1869.....	500,000	6	May & Nov.	" "	1889	....	Fifteen years' bonds.....	1,209,500	8	" "	" "	1885	103
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	" "	1876	....	1st Mort. (Q. and Palmyra R.R.)	600,000	8	Feb. & Aug.	" "	1892	....
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam. R.R.)	1,200,000	10	Jan. & July.	" "	1892	....
1st Mortgage.....	400,000	....	Jan. & July.	Baltimore.	1880	....	Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	....
2d Mortgage.....	150,000	....	April & Oct.	" "	1886	....	Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888	....
Elizabethtown and Paducah:							Hanover Branch (Mass.):						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Elmira and Williamsport (N. Cen.):							Harlem Extension:						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95	1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890	....
Income Mortgage.....	570,000	5	May & Nov.	" "	1872	....	Harlemburg & Lancaster (Pa. R.R.):						
Real Estate (Elmira) bond.....	50,000	7	" "	" "	....	....	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	94
Erie Railway:							Hartford and New Haven:						
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	101	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	....
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	....	Hartford, Providence and Fitchville:						
3d Mortgage.....	6,000,000	7	" "	" "	1883	16	1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876	....
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	90	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	....
5th Mortgage convertible.....	926,700	7	June & Dec.	" "	1888	....	Hastings and Dakota:						
Buffalo Branch, 1st mortgage.....	188,400	7	Jan. & July.	" "	1891	....	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Sterling Loan (£1,000,000) conv.	4,844,400	6	March & Sept.	London.	1875	....	Hempfield:						
Erie and Pittsburgh (Penn.):							1st Mortgage (part collateral).....	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....	Houston:						
2d Mortgage.....	153,000	7	March & Sept.	" "	1890	....	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	" "	1893	....	2d Mortgage.....	500,000	7	Feb. & Aug.	" "	1885	....
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" "	1889	....
B'gor L'n, 1st on 65m. & 2d on 45m.	1,000,000	6	Jan. & July.	N. Y. & Lond.	1898	....	Houston and Texas Central:						
1st m. R.R. & L'd B to Win 45 m	2,000,000	6	" "	" "	1899	....	1st Mortgage L.G. skg fund, gold	3,400,000	7	Jan. & July.	New York.	1891	....
Evansville and Crawfordsville:							Hudson River (N.Y. Cen. & H.R.):						
1st Mortgage (Ev. & Ill. R.R.).....	350,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
1st Mortgage (Ev. & Chi. R.R.).....	740,000	7	May & Nov.	" "	1889	....	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	104
1st Mort. (Rockville Extension).....	150,000	7	Feb. & Aug.	" "	1881	....	3d Mortgage.....	180,000	7	May & Nov.	" "	1875	....
Consolidated Mortgage.....	....	7	Jan. & July.	" "	1889	....	Huntington and Broad Top Mt.:						
Evansville, Henderson & Nashv.:							1st Mort. (extended 18.0 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	....	2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	86
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "	1895	47
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	....	Illinois Central:						
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,000,000	7	April & Oct.	New York.	1875	106
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....	1st Mortgage Construction.....	332,000	6	" "	" "	1875	....
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" "	" "	1890	....
1st Mortgage L. G., 1st mort.....	267,000	7	May & Nov.	New York.	1880	....	Redemption, sterling.....	2,500,000	6	" "	London.	1890	....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	" "	1887	....	Illinois & South. Iowa (F.W. & W.):						
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" "	1888	....	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	88
F. & Holly R.R. b'ds (\$25,000 a yr)	500,000	10	May & Nov.	" "	1888	....	Indiana and Illinois Central:						
Fishing & North Side (L. L.):							1st Mortgage.....	2,750,000	7	Jan. & July.	N.Y. & Lond.	1900	....
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....	Indianapolis, Bloomington & West:						
Fonda, Johnston & Gloverville:							1st Mortgage, conv.....	5,000,000	7	April & Oct.	New York.	1909	....
1st Mortgage.....	300,000	7	" "	New York.	1889	....	2d Mortgage.....	1,500,000	8	" "	" "	1890	....
Fl. W., Jackson & Sag. (Mich. C.):							Indianapolis, Cin. and Lafayette:						
1st Mortgage guaranteed.....	1,600,000	6	Jan. & July.	New York.	1889	....	1st Mortgage (Ind. & Cin.) 95 m.	1,539,500	7	April & Oct.	New York.	1888	....
Fl. W., Muncie & Cin. (F.W. J. & S.):							1st Mortgage (J. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage guaranteed.....	1,800,000	7	Jan. & July.	New York.	1889	....	1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	....
Galena & Chic. Union (C. & N.W.):							1st Mortgage (Cin. and Ind.).....	500,000	7	" "	" "	1893	....
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	100	2d Mort. (C. & L.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	'77-'78	....
2d Mortgage.....	985,400	7	May & Nov.	" "	1875	98	Indianapolis, Crawfordsville & Danv.:						
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	" "	1834	....	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	....
Georgia:							Indianapolis & Madison (J.M. & L.):						
Bonds (various).....	615,000	7	Jan. & July.	Augusta.	'71-'86	....	1st Mortgage of May 1, 1862.....	397,000	7	May & Nov.	New York.	1882	....
Goshen and Deerpont (Erie):							Indianapolis & Vincen. (Pa. R.R.):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1880	....	1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
Gr. Rapids & Indiana (P.F.W. & C.):							2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	....
1st Mortgage guar half yr.....	4,000,000	7	Jan. & July.	New York.	1890	....	Ionia & Lansing (D.L. & L. Mich.):						
1st Mortgage half year.....	4,000,000	7	April & Oct.	" "	1890	....	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
Grand Trunk (Ca.):							2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880	....
1st Preference Bonds £2,703,325.	13,516,925	5	Jan. & July.	London.	....	....	Iowa Falls & Sioux City (Ill. Cen.):						
2d Preference Bonds £1,610,204.	8,051,320	4	" "	" "	....	....	1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899	....
3d Preference Stock £753,510.	3,792,560	4	" "	" "	....	....	Iowa Midland (C. & N.W.):						
4th Preference Stock £5,571,219.	27,855,005	6	" "	" "	....							

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1906	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	1872		
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	1st Mort. of 1868 (coup & reg.) free	3,343,000	6	June & Dec.	"	1898	96	
1st Mortgage (Ind. & Mad. guar.)	397,000	7	May & Nov.	"	1882	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	"	"	1900		
2d Mortgage (Jeffersonville)	345,000	7	April & Oct.	"	1873	1st Mort. (Hazleton R.R. of 1862)	182,000	6	April & Oct.	"	1872		
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	1882	Lewey's Island (S. C. & P.):							
Joliet and Chicago (C. & Alton):						1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876		
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	Little Miami & Colum. & Xenia:							
Joliet & Northern Ind. (Mich. C.):						1st Mortgage.....	1,450,000	6	May & Nov.	New York.	1883		
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880		
Junction (Cin. & Indianapolis):						1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890		
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	1st Mortgage (D. & W'tn.).....	275,000	7	Jan. & July.	"	1905		
2d Mortgage.....	800,000	7	March & Sept.	"	1893	1st Mortgage (.....)	433,000	6	"	"	1906		
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	Little Rock and Fort Smith:							
Junction, Philadelphia:						1st Mortgage for \$3,500,000 gold		6	Jan. & July.	Boston	1899		
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	Little Rock, Pine Bluff & N. O.:							
2d Mortgage.....	300,000	6	April & Oct.	"	1900	1st Mortgage.....		7	"	New York.	1889		
Junction and Breakwater:						Little Schuylkill (P. & Edg.):							
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	1st Mortgage, guaranteed.....	788,000	7	April & Oct.	Philadelphia.	1877		
Kalam., Alleg. & Gr. R. (L.S. & M.S.):						Logansport, Crawf. & S'wain Ind.:							
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890		
Kalamazoo, & S. Haven (M.Cen.):						Long Branch and Sea Shore:							
1st Mortgage, guaranteed.....	640,000	8	May & Nov.	New York.	1889	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889		
Kalam. & Three Riv. (L.S. & M.S.):						Long Island:							
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1876		
Kalam. & W. Pigeon (L.S. & M.S.):						1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890		
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893		
Kansas City and Santa Fe:						General Mortgage of 1869.....	775,000	8	"	"	1899		
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	Louisville & Miss. Riv. (Ch. & Al.):							
Kan. City, St. Jo. & Coun. Bluffs:						1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889		
1st Mortgage (consolid.) 264 m.)	687,000	8	March & Sept.	N.Y. & Bost'n.	1890	Louisville, Cin. and Lexington:							
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	1880	1st Mortgage (Cincinnati Br.).....	3,000,000	7	Jan. & July.	New York.	1897		
2d Mort. (.....)	150,000	10	"	"	1872	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900		
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	1892	1st Mort. (Lo. & Frankfort Br.)	82,000	6	Jan. & July.	"	'71-'80		
2d Mort. (.....)	539,500	8	June & Dec.	"	1874	Louisv. Loan (.....)	100,000	6	"	"	1881		
1st Mort. (Mo. Valley 61 m.).....	1,500,000	7	Feb. & Aug.	New York.	1893	1st Mort. (Lex. & Frankfort)...	25,000	6	"	"	1874		
1st Mort. (.....)	1,500,000	7	"	"	1893	Louisville and Nashville:							
Kansas Pacific (U. Pac. E. D.):						1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877		
1st Mort. on R.R. 140 m.).....gold	2,240,000	6	Feb. & Aug.	New York.	1895	Louisville Loan (Main Stem).....	848,000	6	April & Oct.	"	'86-'87		
1st Mort. on R.R. 254 m.).....gold	4,063,000	6	June & Dec.	"	1896	Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1887		
1st Mort. on Branch 34 m.).....	600,000	7	May & Nov.	"	1896	1st Mortgage (Memphis Br.).....	197,000	7	"	"	'71-'76		
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	'71-'76	1st Mortgage (Bardstown Br.)...	1,000	7	Jan. & July.	"	1870		
1st M. on R.R. 245 m. & 3.00 0,000	6,600,000	7	May & Nov.	"	1899	1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	"	'80-'86		
1st M. on lands E. of 380th m.)gold	2,000,000	7	Jan. & July.	"	1880	Louisville Loan (Leb. Br. Ext.)...	333,000	6	April & Oct.	"	1893		
2d Mort. (U.S. Subsidy) on 394 m.)	6,503,000	6	"	"	'95-'97	Consolid. mort. of April 1, 1888..	5,500,000	7	"	"	1895		
3d Mort. Income on 428 m.).....	4,275,000	7	(after 5 years.)	"	1916	Lowell & Lawrence (B. & L.):							
Keat County (Del.):						1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1875		
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	Macon and Brunswick:							
Kentucky Central (Cov. & Lex.):						1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90		
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889		
2d Mortgage March 1863.....	844,000	7	"	"	1883	3d Mort. of 1870 endor. by State.	1,000,000	7	May & Nov.	"	1890		
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	Equipment Mortgage.....	150,000						
Keokuk, Iowa City and Minn.:						Macon and Western:							
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880		
2d Mortgage.....	5,000pm	7	"	"	1891	Madison and Portage:							
Keokuk and St. Paul (C.B. & Q.):						1st Mortgage.....	450,000	7	April & Oct.	New York.	1835		
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	Maine Central:							
Lackawanna and Bloomsburg:						Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91		
1st Mortgage.....	400,000	7	Jan. & July.	New York.	1875	Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871		
2d Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"	1898		
3d Mortgage.....	500,000	7	April & Oct.	"	1880	Mort. (Ext.) for \$500,000.....gold	112,000	6	April & Oct.	"	1900		
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	1st Mort. (Bto P. & Ken.) exch. 7s	577,000	6	"	"	1872		
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870		
Income Mortgage.....	79,335	7	April & Oct.	"	1871	Mansfield & Framingham (B.C. & F.)							
La C. Trempe & Pres. (C. & N.W.):						1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889		
1st Mortgage, guaranteed.....	800,000	7	"	"		Marietta and Cincinnati:							
Lafayette, Bloomington & Miss.:						1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891		
1st Mortgage.....	1,300,000	8	"	"		1st Mortgage Dollar.....	2,454,528	7	"	Baltimore.	1891	96	
Lafayette, Muncie & Blooming.:						2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	85	
1st Mortgage.....	1,500,000	8	"	"		3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	1890	78	
Lake Erie and Louisville:						1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1898		
1st Mortgage for \$1,000,000.....	500,000	7	Jan. & July.	New York.	1893	Baltimore Loan to Union R. R.:	20,000	7		Baltimore.			
Lake Shore & Michigan So.:						Marietta and Pittsburg:							
Sunbury B'ds (CP & ARR 95 1/4m)	500,000	7	Jan. & July.	New York.	1874	1st Mort. of Aug. 1, 1869.....gold	14,000pm	7	Feb. & Aug.	Philadelphia.	1895		
Reg'd Bonds (.....)	1,000,000	7	"	"	1880	Marquette and Ontonagon:							
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875		
Div'd Bonds (L. S. R.R. 258 m)	1,500,000	7	"	"	1899	Maryland and Delaware:							
S. Fund Bonds (L.S. & M.S. 0.013m)	2,000,000	7	"	"	1879	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885		
Consol. M. reg. (.....)	597,000	7	J. A. J. & O.	"	1900	2d Mortgage.....	150,000	6	June & Dec.	"	1889		
Consol. M. coup. (.....)	63,000	7	Jan. & July.	"	1900	Memphis and Charleston:							
1st Mort. (M.S. & N. In. R.R. 52 1/2m)	5,256,000	7	May & Nov.	"	1885	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880		
2d Mort. (.....)	2,693,000	7	"	"	1877	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885		
1st Mort. (Junc. R.R. 49 1/4 m.)...	115,000	7	June & Dec.	"	1872	Tenn. Loan.....	1,817,937	6	"	"	1890		
S. Fund (Clev. & Tol. R.R. 162 1/4m)	2,014,000	7	Jan. & July.	"	1885	Memphis and Little Rock:							
M. of '66 (.....)	864,000	7	April & Oct.	"	1886	1st Mort. (R.R. & 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890		
Mort. Bonds (Buff. & E.R.R. 88m)	23,000	7	June & Dec.	"	1870	Ark. State Loan.....	900,000	7	Jan. & July.	"	1890		
Mort. Bonds (.....)	100,000	7	May & Nov.	"	1873	Memphis and St. Louis:							
Mort. Bonds (.....)	200,000	7	Jan. & July.	"	1882	1st Mort. (R.R. & 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901		
Mort. Bonds (.....)	300,000	7	March & Sept.	"	1886	Michigan Air Line (Mich. Cen.):							
Mort. Bonds (.....)	3,000,000	7	April & Oct.	"	1890	1st Mort. 111 miles, guaranteed.	1,900,000	8	May & Nov.	Boston.	1889		
1st Mort. (D.M. & Tol. R.R. 65 m.)	924,000	7	Feb. & Aug.	"	1876	1st Mort. 11 miles, assumed.....	200,000	8	"	"	1889		
1st Mort. (Kal. & W.P. R.R. 37 m.)	400,000	7	Jan. & July.	"	1880	Michigan Central:							
1st Mort. (S. & Three Riv. R.R.)...	100,000	8	"	"	1887	1st Mortgage, sterling.....	467,489	6	Jan. & July.	London.	1872		
1st Mort. (Kal. & Three Riv. R.R.)	100,000	8	"	"	1887	1st Mortgage, convertible.....	567,000	8	April & Oct.	New York.	1882		
1st Mort. (Kal. All. & Gr. R. R.R.)	840,000	8	"	"	1888	1st Mortgage, sinking fund.....	2,591,500	8	"	"	1882	120	
1st Mort. (Jamestown & Frank.)	500,000	7	"	"	var	1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	"	1886		
2d Mort. (.....)	500,000	7	June & Dec.	"	1894	2d Mort. (.....)	500,000	8	April & Oct.	"	1882		
Lake Superior & Mississippi:						1st Mort. (Mich. Air Line R.R.)	200,000	8	May & Nov.	Boston.	1889		
1st M.R.R. lands, &c., S.F. free. gold	4,500,000	7	Jan. & July.	New York.	1899	1st Mort. (Kal. & So. Haven R.R.)	640,000	8	"	New York.	1889		
Lawrence (P. Ft. W. & Chi.):						2d Mort. (.....)	70,000	8	Feb. & Aug.	"	1890		
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	Michigan Southern & North. Ind.:							
Leaven., Lawrence & Galveston:						1st Mortgage, Sinking Fund....	5,258,000	7	May & Nov.	New York.	1885	103	
1st Mort. July 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	2d Mortgage.....	2,693,000	7	"	"	1877	99	
Lehigh and Lackawanna:						Middletown, Unionville & W. Gap:							
1st Mortgage (tax free).....	300,000	7	Feb. & Aug.	Philadelphia.	1897	1st Mortgage.....	226,000	7	Jan. & July.	New York.	1900		

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:							Newark and New York (Cent.):						
1st Mortgage.....gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
Miffin & Centre Co. (Pa. R. R.):							Newark, Somerset & Straitville:						
1st Mortgage, guaranteed.....	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							New Bedford and Taunton:						
1st Mortgage, guaranteed.....	182,000	7	March & Sept.	New York.	1874	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
2d Mortgage, ".....	10,500	7	Jun. & Dec.	"	1898	....	New Brunswick and Canada:						
Mil. & Prairie du Chien (M&StP):							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
1st Mortgage, (assumed).....	3,674,000	8*	Feb. & Aug.	New York.	1898	....	Newburg & New York (Erie):						
2d Mortgage, (").....	1,315,000	7.3	"	"	1898	....	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	93	1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Div. Palmer).....	792,000	8	May & Nov.	"	1874	....	Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.).....	3,792,000	7	Jan. & July.	"	1897	....	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.).....	208,000	7	"	"	"	....	New Haven and Darby:						
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	"	....	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
1st Mortgage (P. du C. Div.).....	3,674,000	8	Feb. & Aug.	"	1898	106	New H., Middle'n & Williaman.						
2d Mortgage (P du C. Div.).....	1,315,000	7.3	"	"	1898	94	1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1880	....
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	....	2d Mortgage for \$1,500,000.....	.....	6	Jan. & July.	"	1891	....
Income Mortgage.....	20,000	7	Jan. & July.	"	"	....	New H. & Northampton (Canal):						
Milwaukee City Loan.....	234,000	7	March & Sept.	"	1873	....	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	"	1891	....	Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7	various.	"	"	....	New Jersey (Pennsylvania):						
Incumbent assumed.....	35,073	7	"	"	"	....	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	"	"	1878	....
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	3d (State Loan).....	100,000	6	"	"	1887	....
Minnesota and North Western:							New Jersey Midland (N.Y. & O.M.):						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....	1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	"	"	1891	....
1st Mortgage (Miss. Cen.).....	1,564,000	7	May & Nov.	New York.	1873	....	New Jersey Southern:						
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	"	1876	....	1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	....
1st Mort. (Miss. Cen. & Tenn.).....	25,000	6	April & Oct.	"	1863	....	1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	....	New Jersey West Line:						
Mississippi, Ouachita & Red Riv:							1st Mort. for \$3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
1st Mortgage.....gold	12,000pm	7*	"	"	1900	....	New London Northern:						
Land Mort. (250,000 acres).....gold	1,000,000	7*	"	"	1900	....	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7	"	"	1900	....	1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1856....	600,000	7	April & Oct.	New York.	1876	....	New O., Baton-Rouge & Vicksb'g:						
Consolidated Mortgage of 1866....	1,179,500	8	March & Sept.	"	81-'93	....	1st Mortgage.....gold	12,500pm	8*	"	"	1910	....
Mississippi River:							2d Mort. endor. by Louis.....gold	12,005pm	8*	"	"	1910	....
1st Mortgage.....	17,000pm	7	"	"	"	....	N. Orleans, Jackson & Gt. North.						
Mississippi, Iowa & Nebraska:							1st Mortgage of July 1, 1856, gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
1st Mort. of June 1, 1870.....gold	.....	7*	June & Dec.	New York.	1910	....	2d Mortgage of Oct. 1, 1860.....gold	1,500,000	8*	April & Oct.	New York.	1890	....
Missouri, Kansas and Texas:							Income Mortgage o. 1870.....gold	2,600,000	7*	"	"	1890	....
1st M. RR & land (U.P.S. Br.)SF	4,145,000	6	Jan. & July.	New York.	1869	....	City Extension Mort.....gold	1,000,000	7*	"	"	1890	....
1st M. (Toho & Nesho)S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	New Orleans, Mobile and Texas:						
Consol. L.G. S.F. (\$14,000,000)gd	1,605,000	7*	Feb. & Aug.	"	1904	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
Missouri River, Ft. Scott & Gulf:							1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	"	1915	....
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	100	2d Mortgage on 227 miles.....cur.	12,500pm	8	"	"	1915	....
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	....	New Orleans and Selma:						
Missouri Valley (K.C.S. J. & C.B.):							1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	New York and Boston:						
1st Mortgage.....	1,000,000	7*	"	"	1893	....	1st Mortgage.....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
Mobile & Alabama Grand Trunk:							New York Central:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	98
Mobile Loan \$1,500,000 end by Co.	1,500,000	8	"	"	"	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876	....
Mobile and Grand:							Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	"	1883	....
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	Bonds for railroad stocks.....	592,000	6	"	"	1883	90
2d Mortgage, endorsed by Ala.....	199,000	7	"	"	"	....	Bonds for real estate.....	162,000	6	"	"	1883	....
Plain Bonds.....	33,500	7	"	"	"	....	Bonds and mortgages for R. E.....	22,800	7	various.	"	var.	....
Mobile and Montgomery:							Bonds convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	....
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	....	Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	91
Mobile and Ohio:							1st Mort. (Hudson Riv. R.R.).....	200,000	7	Feb. & Aug.	"	1870	....
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	....	2d Mort. (") S. F.....	1,891,000	7	June & Dec.	"	1885	....
1st Mortgage.....Sterling	.....	6*	"	"	1882	....	3d Mort. (") ".....	180,000	7	May & Nov.	"	1875	....
Interest bonds (10 years).....	803,700	8	"	"	1878	....	Conv. B'ds (") ".....	5,000	7	"	"	1867	....
Interest bonds 2nd issue.....	377,900	8	"	"	1883	....	New York and Fort Lee (Erie):						
Interest bonds sterling.....	755,000	8*	"	"	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
Income Mortgage.....	1,151,000	8	various.	New York.	1883	....	New York & Flushing (F. & N.E.):						
Montgomery & Erie (Erie):							1st Mortgage.....	135,000	7	"	"	1876	....
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....	New York and Harlem:						
Montgomery and Euflala:							1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	102
1st Mortgage of 1866, endorsed.	640,000	8	March & Sept.	New York.	1886	....	4th Mortgage of 1861.....	99,500	7	June & Dec.	"	1871	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	"	1900	....	Consolidated mortgage of 1863.	1,767,000	6	Feb. & Aug.	"	1893	....
Montgomery & West Point (Wtn)							Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	"	1881	....
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....	Bonds of 1863, unsecured.....	106,000	7	"	"	1872	....
1st Mortgage.....	450,000	8	"	"	180	....	N. York, Housatonic & Northern:						
1st Mortgage.....	298,000	8	"	"	1876	....	1st Mortgage.....	141,800	7	"	"	1889	....
2d Mortgage.....	254,000	8	"	"	1881	....	New York and New Haven:						
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....	1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	....
Montreal & Champlain:							New York & Oswego Midland:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....	1st Mort. for \$5,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
2d Mortgage.....	370,000	8	"	"	1879	....	New York, Providence & Boston:						
Morris and Essex:							1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage, Sinking Fund....	5,000,000	7	March & Sept.	New York.	1914	105	1st Mortgage.....	80,000	6	"	"	1878	....
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	99	Consol. Mort. for \$1,000,000....	512,000	7	Jan. & July.	"	1899	....
Convertible bonds.....	600,000	7	Jan. & July.	"	1900	....	Niles and New Lisbon:						
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1889	92	1st Mortgage.....	500,000	7	"	"	1889
Muscataine (South-Western):							Norfolk County (B. H. & Erie):						

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Missouri:							Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865.....	\$6,000,000	7	Jan. & July.	New York.	1896	....	1st Mortgage, guaranteed.....	\$375,000	7	Jan. & July.	New York.	1890	....
2d Mortgage of Oct. 1868.....	4,000,000	7	April & Oct.	"	1888	....	Peninsula (C. & N. W.):						
3d M. of Oct. 1869 (7 p.c. after 5 yrs)	3,000,000	10	"	"	1888	....	1st Mortgage, guaranteed.....	855,000	7	March & Sept.	New York.	1898	....
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	103	1st Mortgage.....gold	1,800,000	7*	May & Nov.	New York.	1899	....
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	....	Pennsylvania and New York:						
2d Mortgage.....	1,246,000	7	May & Nov.	"	1896	99½	1st Mortgage.....	1,500,000	7	June & Dec.	Philadelphia.	1896	98
Northern Central:							1st Mortgage.....	1,500,000	7	"	"	1906	....
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....	Penobscot and Kennebec (M. C.):						
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	....	1st Mortgage (Bangor Loan).....	577,000	6	April & Oct.	Bangor.	1872	....
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	....	2d Mortgage.....	169,500	6	Feb. & Aug.	Boston.	1870	....
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	....	Peoria & Bureau Val (C.R.I. & P.):						
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1900	91½	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880	....	Peoria & Hannibal (C. B. & Q.):						
Northern New Hampshire:							1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878	....
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	....	Peoria, Pekin and Jacksonville:						
Northern New Jersey (Erie):							1st Mort. of May 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1894	....
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	....	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	....
Northern Pacific:							Peoria and Rock Island:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1900	....
North Western Virginia:							Perkiomen (Phila. & Rdy):						
2d Mortgage (assumed B. & O.)...	458,000	6	Jan. & July.	Baltimore.	1873	....	1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897	....
3d Mortgage ("").....	140,000	6	"	"	1885	90½	Perth Amboy and Woodbridge:						
Norwich and Worcester:							1st Mortgage, guaranteed.....	100,000	6	"	New York.	1886	....
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston.	1877	....	Petersburg:						
Plain bonds.....	50,000	7	June & Dec.	"	1874	....	Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871	....
Steamboat bonds.....	45,000	7	Feb. & Aug.	"	1870	....	Mortgage Bonds.....	26,500	7	"	"	1865	....
Construction bonds.....	250,000	7	Jan. & July.	"	1877	....	Mortgage Bonds.....	266,500	8	"	"	79-95	....
New bonds of 1870.....	22,000	7	"	"	1890	....	Philadelphia and Baltimore Cent.:						
Nyack and Northern:							1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Md. Div.).....	300,000	6	"	"	1891	....
Oakland & Ottawa (D. & M.):							Philadelphia and Erie (Penn.):						
1st Mortgage (assumed) sterling	150,000	6*	May & Nov.	London.	1873	....	1st Mortgage.....	5,000,000	6½	March & Sept.	Philadelphia.	1881	....
1st Mortgage ("") dollar.....	51,000	7	"	New York.	1873	....	2d Mortgage.....	5,800,000	7	Jan. & July.	"	1888	87½
Ogdensburg and Lake Champlain:							3d Mortgage.....	5,598,000	6½	"	"	1920	....
1st Mort. conv. into pref. stock..	4,600	7	Jan. & July.	Boston.	1869	....	1st Mortgage (Sunbury & Erie):	1,000,000	6½	April & Oct.	"	1877	....
2d Mort. conv. into com. stock.....	25,200	7	April & Oct.	"	1861	....	Philadelphia, Germant. & Norist:						
Equipment mortgage of 1869-'80	500,000	8	Jan. & July.	"	1879	86	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882	....
Ohio and Mississippi:							Philadelphia and Reading:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....	Debiture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871	....
1st Mortgage, (W. Div.).....	850,000	7	"	"	1872	....	Debiture Loan of 1868.....	1,121,000	6	"	"	1893	....
2d Mortgage, (W. Div.) conv.....	524,000	7	"	"	1874	....	Debiture Loan of 1870.....	2,025,000	7	"	"	1890	....
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Mortgage Loan of 1867, conv.....	143,500	6	"	"	1886	....
Funded Debt Mort. (W. Div.).....	16,500	7	"	"	1882	....	Mort. Loans of 1843-44-48 & 49.	1,621,000	6	"	"	1880	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	93½	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	105
Consolidated Mort. (sterling).....	101,850	7	"	London.	1898	....	Sterling Loan of 1836.....	182,400	5	Jan. & July.	London.	1880	....
Oil Creek and Allegheny River:							Sterling Loan of 1843.....	976,800	6	"	"	1880	....
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	87½	Sterling Loan of 1836.....	268,000	7	"	"	72-77	....
1st Mortgage.....	580,000	7	April & Oct.	"	1882	....	Philadelphia, Wilmington & Balt.:						
1st Mortgage.....	200,000	7	June & Dec.	"	1871	....	Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884	....
2d Mortgage.....	71,000	7	May & Nov.	"	1871	....	Plain Bonds.....	600,000	6	April & Oct.	"	1871	....
Consolidated Mortgage.....	819,000	7	"	"	1888	....	Plain Bonds.....	400,000	6	"	"	1876	....
Old Colony and Newport:							Plain Bonds.....	1,000,000	6	"	"	1887	....
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	....	Pittsburg, Cin. & St. Louis (Pa.):						
Plain Bonds.....	1,000	6	March & Sept.	"	1874	....	1st Mortgage, guaranteed.....	8,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
Plain Bonds.....	485,000	6	April & Oct.	"	1875	....	2d Mort. conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	83	....
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	....	Pittsburg & Connellsville (B. & O.):						
Plain Bonds.....	34,000	6	"	"	1884	....	1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
Omaha and Southwestern:							2d Lien Balt. Loan.....	1,000,000	6	"	"	1886	....
1st Mort. (North Platte Div.)...	300,000	8	June & Dec.	New York.	1890	....	Turtle Creek Div. bond.....	400,000	6	Feb. & Aug.	New York.	1889	....
Orange, Alexandria & Manassas:							Real Estate bonds.....	100,000	6	various.	Baltimore.	1883	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88	Pittsburg, Ft. Wayne & Chicago:						
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	80	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	106
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	86	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	86	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	80½	1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
Va. State Loan.....	249,962	7	"	"	1893	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Ogawa Valley & Southern Kansas:							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	100½
Oswego and Rome (B. W. & O.):							2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Oswego and Syracuse D.L. & W.:							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	70-80	....	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	....	2d Mortgage (Series M).....	860,000	7	April & Oct.	"	1912	94½
Ottawa, Osw. & Fox R.V. (C.B. & A.)							3d Mortgage.....	2,000,000	7	May & Nov.	"	1876	....
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	....	Bridge (O. & P. R. R.) bonds...	153,000	7	March & Sept.	"	1874	....
Owensboro' and Russellville:							Equipment Mort. of Mar. 1, 1869	1,000,000	8	Jan. & July.	"	1877	....
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	....	Construction bonds of Jan. 1, 70	100,000	7	"	"	1877	....
Pacific of Mo.:							Port Huron & Lake Michigan:						
1st Mort. construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....	1st Mortgage of May 1, 1869....	1,800,000	7*	May & Nov.	New York.	1899	....
1st Mortgage.....gold	7,000,000	7	Jan. & July.	"	1880	....	Portland and Kennebec:						
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	....	1st Mort. (K. & P. R. R.) 1861-'61.	224,800	6	April & Oct.	Portland.	1883	....
St. Louis County Loan.....	700,800	6	Feb. & Aug.	"	71-73	....	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883	....
Panama:							Consol. (P. & K. R. R.) Apr. 1, 1865	790,700	6	"	"	1896	....
Sterling Bonds £152,775 at 4.85..	740,959	7	Feb. & Aug.	London.	1872	....	Portland loan.....	100,000	6	April & Oct.	Portland.	....	....
Sterling Bonds £19,350 at 4.8													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Reading and Columbia (P. & R.):							Savannah and Charleston:						
1st Mortgage, guaranteed.....	\$660,000	7	March & Sept.	Philadelphia.	1882		1st Mortgage (Sav. & Char. R.R.)	\$400,500	7	Jan. & July.	New York.	1889	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884		Bonds (C. & S.R.R. guar. by S.C.)	500,000	6	March & Sept.	"	....	....
Rensselaer and Saratoga:							Int. b'ds (C. & S.R.R. guar. by S.C.)	245,745	7	"	"	....	....
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1873		Savannah and Memphis:						
2d Mortgage.....	300,000	7	"	"	1880		1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
3d Mortgage.....	150,000	7	"	"	1887		Schenectady and Susquehanna:						
1st Mortgage (S. & W.) assumed	400,000	7	March & Sept.	"	1886		1st Mortgage tax free.....gold	250,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (T. S. & R.) assumed.	500,000	7	May & Nov.	"	1890		Schuykill and Susquehanna:						
1st Mortgage (G.F.B.) assumed.	125,000	7	Jan. & July.	"	1894		1st Mortgage, May 1, 1886.....	97,000	6	May & Nov.	Philadelphia.	1876	....
Richmond and Danville:							Scioto & Hocking Valley (M. & C.):						
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York.	1889		1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896	....
1st Mortgage guar. by Va.....	158,100	6	"	"	1875		Seaboard and Roanoke:						
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90		1st Mortgage.....	210,000	7	— & —	Philadelphia.	1800	....
4th Mortgage.....	64,500	6	"	Richmond.	'73-'75		Selma and Gulf:						
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	'71-'76		1st Mortgage, guar. by Ala.....gold	16,000pm	8*	— & —	New York.	1890	....
Rich., Frederickburg & Potomac:							Selma, Marion and Memphis:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875		1st Mortgage, guar. by Ala.....gold	16,000pm	8*	March & Sept.	New York.	1889	....
Dollar Bonds.....	124,489	6	"	Richmond.	var		Selma and Meridian:						
Dollar Bonds.....	274,228	7	"	"	var		1st Mortgage (3d series).....	796,830	6	various.	— & —	var	....
Richmond and Petersburg:							Selma, Rome and Dalton:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var		1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	'72-'80		2d Mortgage.....	6,000,000	7	— & —	"	....	....
Richmond and York River:							Shamokin Valley & Potomac (N.C.):						
1st Mortgage (new).....	600,000	8	Jan. & July.	New York.	1898		1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Roanoke Valley (R. & Dan.):							Shenandoah and Fond du Lac:						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76		1st Mortgage.....	750,000	7	June & Dec.	New York.	1884	....
Rochester & Genesee Val. (Erie):							Shenandoah and Allegheny:						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876		1st Mort. of Oct. 1, 1869.....	520,000	7	April & Oct.	Philadelphia.	1889	....
Rockford, K. Island & St. Louis:							Shore Line (N. Y. & N. H.):						
1st Mortgage, conv. S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919		1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Rocky River:							Sioux City and Pacific:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873		1st Mortgage Jan. 1, 1868.....gold	1,628,000	6*	Jan. & July.	New York.	1898	....
Rome, Watertown & Ogdensburg:							2d Mortgage (U.S. subsidy).....cur	1,628,320	6	"	"	....	....
1st Mortgage (general) skg fund	632,500	7	June & Dec.	New York.	1891		Sioux City and St. Paul:						
1st Mort. (W. & R.) skg fund.....	796,900	7	March & Sept.	"	1880		1st Mortgage, L. G. tax free....	14,000pm	7	— & —	New York.	....	....
1st Mort. (Potsdam & Watert.)	345,500	7	June & Dec.	"	'72-'74		Somerset (Me. Central):						
Rondout and Oswego:							1st Mortgage, June 1, 1871.....gold	450,000	7*	June & Dec.	Boston.	1891	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890		South Carolina:						
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,011	5*	Jan. & July.	London.	'78-'88	....
Equip. Bonds of May 1, 1870....	500,000	7	May & Nov.	Boston.	1880		Domestic Bonds (H) 1886-'87....	306,500	7	April & Oct.	Charleston.	'71-'72	....
Equip. Bonds of Sept. 1, 1870....	500,000	8	March & Sept.	"	1880	100	Domestic Bonds (G) 1882-'87....	342,500	6	Jan. & July.	"	'73-'74	....
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868....	1,272,000	7	April & Oct.	"	'88-'91	....
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863		Domestic Bonds (special) Sep. '66	75,000	6	Jan. & July.	"	'89-'92	....
2d Mort. conv. into com. stock..	67,000	7	"	"	1863		Real Estate Mortgage.....	80,732	7	various.	"	'71-'91	....
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	'82-'88	....
1st Mort. (Cal. & Baring R.R.)..	95,200	6	Jan. & July.	Calais, Me.	1879		South Georgia & Florida (A. & G.):						
2d Mort. (").....	17,500	6	"	"	1879		1st Mort. assumed by Atl. & Gulf	464,000	7	— & —	New York.	1890	....
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876		2d Mort.....	200,000	7	— & —	"	1890	....
St. Joseph & C.B. & C. St. J. & C.B.):							South Mountain Iron:						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892		1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage (").....	389,500	8	June & Dec.	"	1874		2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
St. Joseph & Denv. C. (E.D. 112m.):							South and North Alabama:						
1st Mort. of Aug. 14, 1869 free....	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102	1st Mort., endor. by Ala., tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
St. Joseph & Denv. C. (W.D. 160m.):							South Pacific (Atl. & Pac.):						
1st M. R.R. lands of M'p'd. 70, free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97	1st Mort. assumed by A. & P.....	7,250,000	6*	Jan. & July.	New York.	1888	....
St. Lawrence & Industry (Gen.):							South Shore (Mass.):						
1st Mortgage, \$5,000 to 500.....	250,000	8	Feb. & Aug.	London.	1887		1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
St. Louis, Alton and Terre Haute:							South Side (L. I.):						
1st Mortgage (Series A) skg Pd.	1,100,000	7	Jan. & July.	New York.	1894		1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage (Series B) skg Pd.	1,100,000	7	April & Oct.	"	1894	99	South Side, Va. (A.M. & O.):						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	86	1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894		1st Mort., consol. 2d pref.....	619,300	6	"	"	'84-'90	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	73	4th Mortgage, consol. 3d pref....	458,100	6	"	"	'84-'90	....
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894		Va. State Loan (net).....	708,102	6	"	"	long	....
St. Louis, Coun. Bluffs & Omaha:							Southern Central:						
1st Mortgage, guaranteed.....gold	16,000pm	7*	Jan. & July.	New York.	1901		1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis and Iron Mountain:							Southern Iowa and Cedar Rapids:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892		1st Mortgage.....gold	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis, Jacksonville & Chicago:							Southern Minnesota:						
1st Mortgage of Mar. 1, 1864.....	2,365,000	7	April & Oct.	New York.	1894		1st Mort., Apr. 1, 1868 tax free....	20,000pm	7	April & Oct.	New York.	1888	....
2d Mortgage of May 1, 1868.....	360,000	7	Jan. & July.	"	1898		Southern (Cal.) Pacific:						
St. Louis, Lawr. & Denv. (P. & M.):							1st Mortgage for \$25,000,000 gold	.....	6*	Jan. & July.	New York.	1501	....
1st Mortgage, guaranteed.....gold	1,020,000	6*	Jan. & July.	New York.	1901		Southern Pennsylvania:						
St. Louis and Santa Fe:							1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891		2d Mort. Sept. 1, 1870.....gold	80,000	7*	"	"	1880	....
St. Louis and South Eastern:							South Western (Cen. of Ga.):						
1st Mort. skg fund conv.....gold	3,250,000	7*	May & Nov.	New York.	'94-'96		Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	....
St. Louis and St. Joseph (N. Mo.):							Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	7*	May & Nov.	New York.	1893		Spartanburg and Union:						
St. Louis, Van. & T. H. (T.H. & I.):							1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897		1st Mortgage not endorsed.....	198,370	7	"	"	....	....
2d Mortgage, S. F., guaranteed.	2,600,000	7	April & Oct.	"	1887		Springfield & Illinois S. Eastern:						
St. Paul and Chicago (M. & St. P.):							1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900		Staten Island:						
St. Paul and Pacific 1st Division:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York.	1892		Sterling Mountain:						
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892		1st Mortgage.....	350,000	7	— & —	New York.	1874	....
Land Grant & 2d Mort. (80 m.)	1,200,000	7	June & Dec.	"	1892		Sullivan (Verm. Central):						
General Mort. R.R. & L. \$2,020,000	.....	7*	Jan. & July.	"	....		1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875	....
General Mort. R.R. & Lands skg	780,000	7*	"	London.	....		2d Mortgage, extended.....	250,000	6	Feb. & Aug.	"	1880	....
1st M. (W. Line & L.) for \$3,000,000	.....	7	— & —	New York.	....		Sullivan and Erie:						
2d M. (W. Line & L.) for \$4,000,000	.....	7	— & —	"	....		1st Mortgage, skg fund conv.....	1,000,000	7	May & Nov.	New York.	1886	....
St. Paul and Sioux City:							Summit Branch:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York.	....		1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	....
Salem (W. Jer.):							Sussex:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878		1st Mortgage.....	200,000	6	— & —	New York.	....	....
Salem and Lowell (B. & L.):							Swedesboro (W. Jer.):						
1st Mortgage guar.....	225,900	6	Feb. & Aug.	Boston.	1878		1st Mortgage, guaranteed.....	171,000	6	— & —	Camden.	....	....
Sand., Mansfield & Newark (B. & O.):							Syracuse, Bing. & N.Y. (D.L. & W.):						
1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909		1st Mortgage.....	1,675,825	7	April & Oct.	New York.	1877	....
Saratoga & Whitehall (R. & S.):							Tebo and Neosho (M. K. & T.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886		1st Mort. assumed by M.K. & T.	2,000,000	7*	June & Dec.	New York.	1903	....
Savannah, Griffin & North Ala.:							Terre Haute & Indianapolis:						
1st Mort. of Jan. 1, 1871, on 44 m.	150,000	7	Jan. & July.	New York.	1891		1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

An Asterisk (*) affixed to rate or interest signifies — Payable in Advance								Interest Payable.								
Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.		Amount.	Rate.	Interest Payable.		Due.	Price.	
				When.	Where.							When.	Where.			
Troja:								Western Union (M. & St. P.):								
1st Mortgage.....		\$243,000	7	May & Nov.	New York.	1872	....	1st Mortgage for \$5,000,000		\$3,275,000	7	Feb. & Aug.	New York.	1896	....
Toledo, Peoria and Warsaw:								West Jersey:								
1st Mortgage (E. Div.).....		1,600,000	7	June & Dec.	New York.	1894	89	Loan of Mar. 1861 guar. by C. & A.		400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage (W. Div.).....		1,800,000	7	Feb. & Aug.	"	1896	78	1st Mortgage, Jan. 1, 1866.....		1,000,000	6	Jan. & July.	"	1896	....
2d Mortgage (W. Div.).....		1,300,000	7	April & Oct.	"	1886	78	Consolidated mort. Apr. 1, 1869.		979,000	7	April & Oct.	"	1899	102	
Equipment sinking fund.....		400,000	8	Jan. & July	"	1879	....	West Shore Hudson River:							
Toledo, Wabash and Western:								1st Mortgage.....								
1st Mort. (Tol. & Ill. 75 m.)....		900,000	7	Feb. & Aug.	New York.	1900	95			676,300	7	— & —	New York.	....	....
1st M.L.Erie, W. & St.L. 167 m.)		2,500,000	7	"	"	1900	91	West Wisconsin:								
2d Mort. (Tol. & Wabash 75 m.)		1,000,000	7	May & Nov.	"	1878	91	1st M. L. G. stg. conv. £800,000.		.....	7*	Jan. & July.	N.Y. or Lond.	1885	....
2d Mort. (Wab. & West. 167 m.)		1,500,000	7	"	"	1871	....	Wicombe and Pocumoke:		200,000	6	Jan. & July.	Philadelphia.	1888	....
Equipm't Bonds (T. & W. 75m.)		600,000	7	"	"	1883	....	1st Mortgage.....		.....	.....	.....	.....	.....	.....
Consol. M. (T. W. & W. 500 m.)		2,700,000	7	F. M. A. & N.	"	1907	84	Williamston and Tarboro':		350,000	8	May & Nov.	New York.	1900	....
Decatur & East St. Louis 109 m.		2,700,000	7	"	"	1900	84	1st Mortgage coupon.....		.....	.....	.....	.....	.....	.....
Troy and Boston:								Wilm., Charlotte & Rutherford:								
1st Mortgage.....		300,000	7	Jan. & July.	New York.	1887	....	1st mortgage.....		1,000,000	8	Jan. & July.	New York.	'87-'97	....
2d Mortgage.....		300,000	7	April & Oct.	"	1885	....	1st Mortgage, endor. by N. Car.		1,000,000	8	Jan. & July.	"	'87-'97	....
3d Mortgage.....		650,000	7	May & Nov.	"	1875	....	Wilmington and Reading:		2,250,000	7	April & Oct.	Philadelphia.	1900	98
Convertible Bonds.....		648,000	7	"	"	1882	....	1st Mortgage.....		262,200	7	Jan. & July.	"	1902	....
Troy, Salem & Rutland (R. & Sar.):								2d Mortgage.....								
1st Mortgage, guaranteed.....		500,000	7	May & Nov.	New York.	1894	....			.....	.....	.....	.....	.....	.....
Troy Union:								Wilmington and Weldon:								
1st Mortgage, guaranteed.....		500,000	6	Jan. & July.	New York.	1873	....	Sterling Loan.....		678,888	6	Jan. & July.	London.	1881	....
2d Mortgage, guaranteed.....		380,000	6	"	"	1878	....	Sterling Loan.....		197,777	7	May & Nov.	"	1885	....
Union Pacific:								Sinking Fund Bonds.....								
1st Mortgage, tax free.....		27,237,000	6*	Jan. & July.	N.Y. & Boston	1895-99	88			.....	7*	Jan. & July.	New York.	1896	....
1st Mort. L. G. (12,000,000 acres)		9,594,000	7	April & Oct.	Boston.	1889	84	Winona & St. Peter (C. & N. W.):		20,000pm	7	Jan. & July.	New York.	....	....
Income Mortgage.....		10,000,000	10	March & Sept.	"	1874	84	1st Mortgage.....		12,000pm	7	May & Nov.	"	....	....
2d Mortgage (U. S. subdy.).....		27,236,512	6	Jan. & July.	N.Y. & Boston	1895-99	....	2d Mortgage.....		.....	.....	.....	.....	.....	....
Union Pacific—Central Branch:								CANAL BONDS.								
1st Mortgage.....		1,600,000	6*	May & Nov.	New York.	1895	....	Chesapeake and Delaware:							
2d Mortgage (U. S. subdy.).....		1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage.....		2,039,150	6	Jan. & July.	Philadelphia.	1886	....
Union Pacific—E. D. (see R. Pac.)		.....	.....	.....	.....	.....	.....	Chesapeake and Ohio:		.....	.....	.....	.....	.....	....
1st M.R.R. 342m. & 1,300,000 acres		4,145,000	6*	Jan. & July.	New York.	1869	....	Maryland State Loan		2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Union and Titusville:								Sterling Loan guaranteed		4,375,000	6*	"	London.	1890
1st Mortgage.....		500,000	7	Jan. & July.	Philadelphia.	1890	....	Preferred Bonds.....		1,699,500	6	Jan. & July.	Baltimore.	1885	....
Utica and Black River:		150,000	7	Jan. & July.	New York.	1878	....	Delaware Division (L.C. & W.):							
Vermont Central:								1st Mortgage, guaranteed.....		800,000	6	Jan. & July.	Philadelphia.	1878
1st Mortgage.....		3,000,000	7	June & Dec.	Boston.	1886	88	Delaware and Hudson:		1,500,000	7	May & Nov.	New York.	1877	....
2d Mortgage.....		1,500,000	7	"	"	1891	41	Mortgage bonds tax free.....		3,500,000	7	Jan. & July.	"	1884	....
Equip. Loans of 1866-67.....		1,000,000	8	May & Nov.	"	1876-77	100	Mortgage bonds of 1870, tax free		.....	7	Jan. & July.	"	.....	....
Equip. Loans of 1867.....		1,000,000	8	"	"	1889	102	Delaware and Raritan (See Camden and N. J. R.R.)		.....	7	Jan. & July.	"	.....	....
Stanstead, Shefford & Cham. b'ds		500,000	7	Jan. & July.	"	.....	....	Erie of Pennsylvania:		748,050	7	Jan. & July.	Philadelphia.	1865	....
Guar. Stock (Vt. & Ca.).....		2,000,000	8	June & Dec.	"	.....	....	Bonds (original).....		161,900	7	"	"	1873	....
Vermont and Massachusetts:								Bonds for interest prior to 1850.	
1st Mortgage.....		550,000	6	Jan. & July.	Boston.	1883	....	Lehigh Coal and Navigation:		5,055,100	6	J. A. J. & O.	Philadelphia.	1884	88
Convertible tax free, bonds.....		200,000	7	"	"	1879	....	Mortgage Loan		2,000,000	6	"	"	1897	e2
Vermont Valley (Vt. Central):								Mortgage Loan		5,000,000	6*	June & Dec.	"	1897
1st Mortgage.....		386,000	7	April & Oct.	New York.	1860	....	Gold Loan.....		980,000	6*	"	"	1894	91
1st Mortgage.....		114,000	6	"	Boston.	1860	....	Gold Loan.....		1,996,879	6	"	"	187	....
1st Mortgage.....		293,200	7	"	New York.	1869	....	Convertible Loan.....		.....	.....	.....	.....	.....	....
Vicksburg and Meridian:								Monongahela Navigation		103,000	6	Jan. & July.	Pittsburg.	1887
General Mort., 1st series (red)....		\$722,500	7	Jan. & July.	Philadelphia.	1890	....	1st Mortgage.....		7,000	6	"	"	1875	....
" " 2d series (blue).....		850,000	7	"	"	1890	....	2d Mortgage.....		.....	.....	.....	.....	.....	....
" " 3d series (black).....		154,000	7	"	"	1890	....	Morris (and Banking):		500,000	6	April & Oct.	Jersey City.	1876	....
" " (not endorsed).....		1,263,000	7	April & Oct.	"	1890	....	1st Mortgage.....		235,000	6	"	"	1870	....
Special Loan.....		225,438	8	Jan. & July.	"	1880	....	2d Mortgage.....		236,967	7	"	"	1885	....
Vineyard:								Boat Loan, sinking fund.....		103,164	7	— & —	"
1st Mortgage.....		750,000	7	April & Oct.	New York.	1890	....	Dividend Scrip.....		.....	.....	.....	.....	.....	....
Virginia Central see "Ches. & O."								Pennsylvania:		1,632,000	6	Jan. & July.	Philadelphia.	1887
1st Mortgage.....		404,000	6	Jan. & July.	New York.	1873	....	1st Mortgage.....		.....	.....	.....	.....	.....	....
2d Mortgage.....		4,000	6	"	"	1869	....	Schuylkill Navigation:		1,761,213	6	March & Sept.	Philadelphia.	1872	....
3d Mortgage.....		990,000	6	"	"	1884	....	1st Mortgage.....		4,006,670	6	Jan. & July.	"	1882	801
Income Mortgage.....		138,500	6	"	"	1866	....	2d Mortgage.....		171,354	6	"	"	1876	....
4th Mortgage.....		846,000	6	"	"	1900	....	Plain Bonds.....		305,500	6	May & Nov.	"	1870	....
Registered Certificates.....		116,125	8	"	"	1880	....	Improvement bonds.....		800,000	6	"	"	1888	....
Interest Funding Bonds.....		204,200	8	"	Richmond.	1880	....	Boat and Car Loan 1863.....		623,650	7	"	"	1889	....
Walkkill Valley (Erie):								Boat and Car Loan 1864.....	
1st Mortgage.....		350,000	7	Jan. & July.	New York.	1884	....	Susquehanna (S. & Tide Water):		227,500	6	Jan. & July.	Philadelphia.	1894	....
W. & R. River (N. & N.):								1st Mortgage.....		700,000	6	"	"	1885
1st Mortgage for \$1,000,000.....		239,300	7	Jan. & July.	Boston.	1890	....	2d Mortgage.....		872,667	6*	"	London.	1878	....
Warren (D. L. & W.):								Tide-Water (Susq. & Tide-W.):		97,510	6	Jan. & July.	Baltimore.	1894
1st Mortgage, guaranteed.....		511,400	7	Feb. & Aug.	New York.	1875	....	1st Mortgage.....		300,000	6	"	"	1886	....
Warwick Valley (Erie):								2d Mortgage.....		436,333	6	"	London.	1878
1st Mortgage.....		85,000	7	April & Oct.	New York.	1880	....	3d Mortgage.....		.....	.....	.....	.....	.....	....
Washington and Ohio:								Union:		3,000,000	6	May & Nov.	Philadelphia.	1883
1st Mortgage 1868 for \$8,000,000.		.....	7	May & Nov.	New York.	1898	....	1st Mortgage.....		.....	.....	.....	.....	.....	....
Watertown & Rome (R. W. & O.):								West Branch and Susquehanna:		450,000	6	June & Dec.	Philadelphia.	1878
2d Mortgage.....		3,000	7	March & Sept.	New York.	1871	....	1st Mortgage, sinking fund.....		297,000	6	May & Nov.	"	1888	....
Sinking Fund.....		799,900	7	"	"	1880	....	2d Mortgage.....		13,000	6	"	"	1868	....
Westchester and Philadelphia:								3d Mortgage.....	
1st Mortgage, convertible.....		400,000	7	Jan. & July.	Philadelphia.	1873	....	Wyoming Valley (Penna.):		609,000	6	Jan. & July.	Philadelphia.	1878	....
3d Mortgage (8s compromised)....		557,400	6	April & Oct.	"	1878	....	1st Mortgage, assumed by Pa...		.....	.....	.....	.....	.....	....
Western Alabama:								MISCELLANEOUS.								
Mortgage consolidated guar.....		1,200,000	8	April & Oct.	New York.	1900	....	American Dock & Improvement:		2,000,000	7	Jan. & July.	New York.	1886	....
1st Mortgage (before consolid.)....		600,000	8	"	"	1888	....	1st Mort. guar. by C. R. R. Co..		.....	.....	.....	.....	.....	....
1st Mortgage (M. & W. Point R. R.)		760,000	8	Jan. & July.	"	1881	....	Consolidated (Md.) Coal:		750,000	7	Jan. & July.	New York.	1885	....
Western (B. & Albany):								1st Mortgage, convertible.....	
Sterling Bonds.....		1,619,520	5*	April & Oct.	London.	1871	....	Pennsylvania Coal:		566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Albany Loan (A. & W. Stockb'dge)		500,000	6	Jan. & July.	Boston.	1876	....	1st Mortgage.....		.....	.....	.....	.....	.....	....
Dollar Bonds.....		753,500	6	April & Oct.	"	1875	100	Long Neck:		2,500,000	7	June & Dec.	New York.	1872	601	
Western Maryland:								Mortgage Bonds, guaranteed
1st Mortgage.....		600,000	6	Jan. & July.	Baltimore.	1890	....	Mariposa:		1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage preferred.....		600,000	6	"	"	1890	....	1st Mortgage.....		2,000,000	7	April & Oct.	"	1881	....
Bonds endorsed by Balt.....		600,000	6	"	"	1890	....	2d Mortgage.....		.....	.....	.....	.....	.....	....
Bonds (July 1, 1870) endor. by B.		1,400,000	0	"	"	1890	....	Quicksilver:		500,000	7*	June & Dec.	New York.	1873	....
Western North Carolina (E.D.):								1st Mortgage.....		1,000,000	7*	Jan. & July.	"	1879
1st Mortgage, Mar. 1, 1870.....		1,400,000	8	Jan. & July.	New York.	1890	....	2d Mortgage.....		.....	.....	.....	.....	.....	....
Western Pennsylvania (Penn.):								Western Union:		4,554,000	7	May & Nov.	New York.	1876
1st Mortgage (E. Div.) guar.....		400,000	6	April & Oct.	Philadelphia.	1883	....	1st Mortgage (S. F.) convertible.		89,500	7*	Jan. & July.	"	1873	....
1st Mortgage (Pittsb. Div.) guar.		1,000,000	6	Jan. & July.	"	1896	....	2d Mortgage.....		.....	.....	.....	.....	.....	....

RAILROAD SHAKE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

	Railroad	Rolling Stock
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Abstract of General Balance Sheet.

[illegible]

Dec. 31, 1899	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "t."

Abstract of General Balance Sheet.																																
Property and Assets.				Liabilities.				Operations.			Earnings.		Value of Shares.																			
Rolling Stock.		Companies.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Surplus Income.		Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Par.		P. c.		
Engines.	Pass.	B. M. E.	Car.	Freight.	Pass.	Freight.	Pass.	Freight.	Pass.	Freight.	Pass.	Freight.	Pass.	Freight.	Pass.	Freight.	Pass.	Freight.	Pass.	Freight.	Pass.	Freight.	Pass.	Freight.	Pass.	Freight.	Pass.	Freight.	Pass.	Freight.	Pass.	
24	9	3	934	3,830,000	560,000	1,335,000	2,260,000	1,121,000	1,225,000	1,324,000	80.0	576,046	608,400	965,832	354,689	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	
12	4	1	179	905,910	142,179,875	38,000,000	600,000	35,000,000	23,313,000	416,682	37.0	29,970	608,400	965,832	354,689	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
53	13	3	3,116	11,188,771	1,188,771	1,188,771	1,188,771	1,188,771	1,188,771	1,188,771	150.3	1,286,357	1,286,357	1,286,357	1,286,357	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
135	33	7	3,693	13,483,241	1,348,324	1,348,324	1,348,324	1,348,324	1,348,324	1,348,324	209.5	1,286,357	1,286,357	1,286,357	1,286,357	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
2	5	1	206	226,758	82,930	226,758	82,930	226,758	82,930	226,758	6.6	25,960	830,705	33,525	42,109	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
4	1	1	3,887	854	425,650	3,887,854	425,650	3,887,854	425,650	3,887,854	15.0	3,887,854	3,887,854	3,887,854	3,887,854	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
47	38	20	710	7,886,489	1,146,283	7,886,489	1,146,283	7,886,489	1,146,283	7,886,489	196.5	954,319	22,208,215	38,730,000	201,290	242,940	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
21	10	9	234	223,446	4,223,446	223,446	4,223,446	223,446	4,223,446	223,446	9.0	223,446	4,223,446	223,446	4,223,446	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
21	10	9	234	223,446	4,223,446	223,446	4,223,446	223,446	4,223,446	223,446	9.0	223,446	4,223,446	223,446	4,223,446	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
76	45	24	1,177	1,017,000	1,017,000	1,017,000	1,017,000	1,017,000	1,017,000	1,017,000	123.8	1,017,000	1,017,000	1,017,000	1,017,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
2	1	1	26	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
15	8	8	222	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
15	8	8	222	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
52	23	13	589	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
4	2	1	9	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
4	2	1	9	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
12	6	1	104	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
100	97	23	1,897	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
11	5	1	192	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
124	73	41	2,229	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
4	15	9	40	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
4	15	9	40	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
10	6	3	64	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
69	32	10	799	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
1	4	2	34	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
21	13	8	365	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
55	62	11	1,609	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
14	7	4	673	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
23	13	8	164	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
4	2	1	193	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
20	11	5	230	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	10.0	1,000,000	1,000,000	1,000,000	1,000,000	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

For asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "u."

Years ending	Railroad.		Rolling Stock.		Property and Assets.		Abstract of General Balance Sheet.			Operations.			Earnings.		Value of Shares.												
	Main Line.	Branch Line.	M.	2d Track and Sidings.	Railroad in progress.	Engines.	Cars.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Carried one mile.		Gross.	Net.	Dividends.	Par.	P-c.	Value of Shares.	
																			Passen- gers.	Freight.							
Dec. 31, 1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899	1899
Dec. 31, 1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898	1898
Dec. 31, 1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897	1897
Dec. 31, 1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896	1896
Dec. 31, 1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895	1895
Dec. 31, 1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894	1894
Dec. 31, 1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893	1893
Dec. 31, 1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892	1892
Dec. 31, 1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891	1891
Dec. 31, 1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890	1890
Dec. 31, 1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889	1889
Dec. 31, 1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888	1888
Dec. 31, 1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887	1887
Dec. 31, 1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886	1886
Dec. 31, 1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Dec. 31, 1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884	1884
Dec. 31, 1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883	1883
Dec. 31, 1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882	1882
Dec. 31, 1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881	1881
Dec. 31, 1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880	1880
Dec. 31, 1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879	1879
Dec. 31, 1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878	1878
Dec. 31, 1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877	1877
Dec. 31, 1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876	1876
Dec. 31, 1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875	1875
Dec. 31, 1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874	1874
Dec. 31, 1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873	1873
Dec. 31, 1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872	1872
Dec. 31, 1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871	1871
Dec. 31, 1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Dec. 31, 1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869	1869
Dec. 31, 1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868	1868
Dec. 31, 1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867	1867
Dec. 31, 1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866	1866
Dec. 31, 1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865	1865
Dec. 31, 1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864	1864
Dec. 31, 1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Dec. 31, 1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862	1862
Dec. 31, 1861	1861	1861	1861	1861	1861	1861	1861	1861	1861	1861	1861	1861	1861	1861	1861	1861	1861	1861	1861</								

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length equiv. single track.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '70	7.25	94	14	Albany..... N.Y.	156,100	110,300	40,000		87,061	22,592	5.00	100		
Sept. 30, '70	0.96			Albany st. Freight (B'ton). Mass.	47,765	75,000		1,136	2,654	557	100	100		
Oct. 31, '70	3.41	11	4	Allentown..... Pa.	30,118	30,500			12,733	1,886	100	100		
Dec. 31, '68	31.00	479	73	Baltimore City..... Md.	1,975,049	900,000	694,000	29,500	480,046	54,828	6.00	100	100	22 1/2
Sept. 30, '70	22.00	412	63	Bleeker st. & F.F. (N.Y.C.) N.Y.	110,000	110,000			316,259	4,004	4.00	100	100	38 1/2
Sept. 30, '70	3.36			Boston and Chelsea..... Mass.	41,000	41,000			4,400		100	100		
Sept. 30, '70	2.76			Boston & West Roxbury. Mass.	315,320	200,000	100,000	8,782	150,876	26,876	12.00	100	100	
Sept. 30, '70	10.70	192	49	Broadway (Brooklyn)..... N.Y.	583,894	2,100,000	1,500,000	100,000	35,842	8,514	6.00	100	100	
Sept. 30, '70	13.00	798	141	B'dway & 7th Av. (N.Y.C.) N.Y.	180,855	170,000	80,000	91	166,955	24,058	100	100		
Sept. 30, '70	7.00		28	Brooklyn, Bath & Coney I.N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,084	115,533	12.00	100	100	
Sept. 30, '70	12.00	1412	297	Brooklyn City..... N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	100	100		
Sept. 30, '70	24.33	211	49	B'klyn City, Hun. P. & P.P.N.Y.	600,000	600,400		24,048	150,922	23,653	100	100		
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown N.Y.	106,000	180,000	100,000	(Open Oct. 1, 1870.)			100	100		
Sept. 30, '70	6.00		190	B'klyn Flatb. & Coney Isl.N.Y.	1,288,100	488,100	800,000				100	100		
Sept. 30, '70	24.09			Brooklyn and Jamaica..... N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	100	100		
Sept. 30, '70	4.50			Brooklyn & Rockaway Bk. N.Y.	415,121	73,000	341,484	14,927	164,622	19,486	100	100		
Sept. 30, '70	15.21	182	52	Buffalo street..... N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.00	100	100	
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn)..... N.Y.	734,671	727,900	150,000	74			9.00	100	100	103 1/2
Sept. 30, '70	3.20	20	4	Cambridge (Boston)..... Mass.	29,334	21,130	6,000		18,738	5,035	10.00	100	100	
Sept. 30, '70	36.00	761	141	Central City (Syracuse)..... N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	5.00	100	100	
Oct. 31, '70	7.25	250	50	Cen. P. & N.E.R. (N.Y.C.) N.Y.	207,264	192,750			251,773	76,780	36.30	50	19 1/2	
Oct. 31, '70	9.06	152	34	Citizens' (10th & 11th sts.) (Ph.) Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.30	50	44	
Sept. 30, '70	14.83	210	18	Citizens' (Pittsburg)..... Pa.	647,363	500,000	214,000	39,238	147,689	17,414	100	100		
Sept. 30, '70	27.79	819	109	Coney Island (Brooklyn)..... N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.00	100	100	
Sept. 30, '70	3.50	12	4	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	42,851	34,825			8,544	4,106	7.00	100	100	
Sept. 30, '70	11.75			Dunkirk and Fredonia..... N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	100	100		
Oct. 31, '70	1.83	12	3	East New York & Jamaica N.Y.	25,230	29,562			9,799	2,577	5.00	25	20	
Sept. 30, '70	16.00	867	161	Easton and S. Easton..... Pa.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.00	100	100	
Dec. 31, '70	6.00			Elizabeth & Newark..... N.J.	224,749	206,000	24,738		34,986	11,129	5.50	100	100	
Oct. 31, '70	2.27	19	5	Erie City..... Pa.	32,291	19,807	20,296		16,143		50	9		
Sept. 30, '70	2.70	20	2	Fifth Ward (Syracuse)..... N.Y.	44,763	29,335	10,000		12,327	2,185	100	100		
Sept. 30, '70	9.63	232	54	42d st. & Gr'd st. F. (N.Y.C.) N.Y.	1,052,479	745,000	215,000		384,800	93,276	10.00	100	100	
Oct. 31, '70	17.04	301	45	Frankford & Southwark (Ph.) Pa.	786,242	491,750	187,500	30,000	329,605	38,039	6.00	50	49 1/2	
Sept. 30, '70	3.25	26	6	Genesee & Water st. (Syr.) N.Y.	59,354	42,500	12,700		13,503	1,139	100	100		
Nov. 31, '70	34.25	360	60	Germantown (Phila.)..... Pa.	562,270	307,545	350,000		356,759	102,350	19.50	15	33 1/2	
Oct. 31, '70	5.40	155	25	Girard College (Phila.)..... Pa.	174,657	170,000			161,995	37,855	6.00	50	17	
Sept. 30, '70	9.00	90	15	Gr'd st. & Newtown (Bk'n) N.Y.	270,000	170,000	90,000		89,627	8,166	2.00	100	100	
Dec. 31, '70	7.25	200	41	Green and Coates st. (Phila.) Pa.	243,615	150,000	100,000		180,211	32,244	6.00	50	15	
Sept. 30, '70	10.00	112	24	Harlm. Br., Morr. & F'dham. N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	100	100		
Oct. 31, '70	2.14	11	4	Harrisburg City..... Pa.	60,249	41,995	12,864	1,240	5,997	2	25	24		
Oct. 31, '70	14.10	336	56	Hest. Mant. & F'mount (Ph.) Pa.	471,248	306,386	164,400	1,000	262,990	49,315	6.50	50	7	
Sept. 30, '70	3.56	27	9	Kingston and Rondout..... N.Y.	79,835	70,000			22,120	3,252	100	100		
Oct. 31, '70	5.20	116	17	Lombard and South st. (Ph.) Pa.	168,555	105,000	62,500		100,785	9,201	25	10		
Sept. 30, '70	3.82	50	9	Lowell Horse..... Mass.	49,180	55,530			26,181	2,431	100	100		
Sept. 30, '70	11.75	239	35	Lynn and Boston..... Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	100	100		
Sept. 30, '70	3.41			Malden and Melrose (B'tn). Mass.	60,246	200,000	45,872		16,740	Loss.	100	100		
Sept. 30, '70	0.91			Marginal Freight (Boston). Mass.	191,834	191,500		46,454	1,144		100	100		
Sept. 30, '70	3.07			Medford & Charleat. (B'tn). Mass.	36,000	21,000	4,000		1,120		100	100		
Sept. 30, '70	4.88	43	6	Merrimac Valley..... Mass.	42,206	50,000		6,174	23,375		100	100		
Sept. 30, '70	33.65	914	170	Metropolitan (Boston)..... Mass.	1,624,594	1,250,000		297,271	685,303	99,519	10.00	100	100	
Sept. 30, '70	7.29	247	49	Middlesex (Boston)..... Mass.	530,367	400,000	100,000	81,557	172,240	12,419	100	100		
Dec. 31, '70	3.40			Newark and Irvington..... N.J.	50,806	30,000	15,000	2,402	31,807	2,962	100	100		
Sept. 30, '70	12.20	180	53	Ninth Avenue (N.Y. City) N.Y.	476,598	797,320	167,000		124,733	3,330	100	100		
Sept. 30, '70	3.22	16	5	Northampton & Wmberg. Mass.	300,000	300,000		3,853	9,393	Loss.	100	100		
Sept. 30, '70	2.10			North Woburn (Boston)..... Mass.	24,612	25,000	8,000	3,195	1,920	1,920	100	100		
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Phg.) Pa.	121,097	59,500	17,000	50,163	55,555		50	50		
Dec. 31, '70	17.29	107	28	Orange and Newark..... N.J.	897,022	282,555	546,000	76,695	196,357	37,874	100	100		
Sept. 31, '68	3.81			Passenger (Cin.)..... O.	100,000	100,000					100	100		
Nov. 31, '70	9.66	30	15	Peoples' street (Scranton)..... Pa.	134,917	125,500			42,205	6,185	5.00	100	100	
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.) Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.80	15	52	
Dec. 31, '70	6.65	14	14	Philadelphia and Darby..... Pa.	257,000	200,000	57,000		12,000	8,000	4.00	20	12	
Dec. 31, '70	12.88	129	26	Philadelphia & Gray's Ferry. Pa.	299,126	285,307	6,500		116,645	26,109	50	25	31	
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manch. Pa.	144,202	140,000	23,000		144,003	41,264	11.40	50	35	
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham. Pa.	132,615	100,000	10,000	52,248	84,200		12.00	50	44	
Dec. 31, '68	6.88	92	16	Portland..... Me.	160,300	160,300		600	45,007	12,809	7.00	100	100	
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk (Ph.) Pa.	182,540	120,500	63,300	10,000	36,970		2.00	50	25	
Sept. 30, '70	10.00	72	20	Rochester and Brighton..... N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	100	100		
Sept. 30, '70	7.38	47	21	Salem..... Mass.	203,434	150,000	36,000	22,968	36,320	Loss.	100	100		
Dec. 31, '70	3.49			Schuylkill River (Phila.)..... Pa.	47,463	50,000			5,000	5,000	10.00	50	5	
Sept. 30, '70	16.00	672	100	Second Avenue (N.Y. City) N.Y.	1,959,777	888,100	1,100,000		570,533	93,991	2.00	100	100	
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.)..... Pa.	644,143	573,417	109,300		504,136	109,959	10.00	50	30	
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.) Pa.	119,822	160,000			111,446	17,883	12.50	50	16	
Sept. 30, '70	9.38	680	82	Sixth Avenue (N.Y. City) N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.00	100	126	
Sept. 30, '70	3.61			Somerville (Boston)..... Mass.	75,000	75,000			4,500	4,500	6.00	100	100	
Sept. 30														

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (t) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	...	...
Baltimore and Ohio, pref.	3,000,000	6	...	...
Berkshire* guaranteed.	600,000	7	...	...
Blossburg and Corning* guar.	250,000	5	...	...
Bozeman, Concord and Montreal, pref.	1,340,000	6	...	...
Buffalo, N. York and Erie* guar.	950,000	7	...	...
Camden and Atlantic, pref.	755,695	7	...	...
Catawissa* pref. and guar.	2,200,000	7	...	...
Cayuga and Susquehanna* guar.	589,110	...	...	...
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	...	...
Central Ohio, preferred.	400,000	7	...	...
Chemung* guar.	380,000	8	...	...
Chesapeake, preferred.	2,017,815	7	...	...
Chicago and Alton, pref.	2,425,400	7	...	...
Chicago, Iowa and Nebraska* guar.	2,600,000	...	...	...
Chicago and Northwestern, pref.	20,370,293	7	...	...
Cleveland and Mahoning* guar.	2,056,000	7	...	...
Cleveland and Toledo* guar.	6,250,000	...	...	...
Cocheco, preferred.	177,750	8	...	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	...	...
Cumberland Valley, 1st pref.	241,900	8	...	...
" " 2d pref.	242,000	8	...	...
Delaware* guaranteed.	594,261	6	...	...
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City* preferred and guaranteed.	1,988,170	7	...	...
Dubuque Southwestern, pref.	330,308	7	...	...
Eastern (N. H.)* guaranteed.	492,500	8	...	...
Elmira, Jefferson and Canandaigua* guaranteed.	500,000	5	...	...
Elmira and Williamsport* guar.	500,000	5	...	...
Elmira and Williamsport* preferred and guaranteed.	500,000	7	...	...
Erie, preferred.	8,536,910	7	...	...
Evansville and Crawfordsville, pref.	100,000	...	...	...
Hannibal and St. Joseph, pref.	5,078,224	...	...	...
Harrisburg and Lancaster* guar.	1,182,550	7	...	...
Housatonic, preferred.	1,180,000	8	...	...
Huntingdon & Broad Top Mountain, preferred.	190,750	7	...	...
Joliet and Chicago* guar.	1,500,000	7	...	...
Joliet and Northern Indiana* guar.	300,000	8	...	...
Lackawanna and Bloomsburg, pref.	500,000	7	...	...
Leeds and Farmington* guar.	...	...	...	...
Little Schuylkill* guar.	2,646,100	7	...	...
Louisville, Cincinnati and Lexington preferred.	848,700	9	...	...
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	...
" " 2d pref.	4,051,744	6	...	...
Manchester and Lawrence* guar.	1,000,000	9	...	...
Michigan Southern, guaranteed.	586,800	10	...	...
Mill Creek and Mine Hill* guar.	323,375	10	...	...
Milwaukee and St. Paul, preferred.	9,744,268	7	...	...
Mine Hill and Schuylkill Haven* guaranteed.	3,775,000	8	...	...
Mount Carbon & Ft. Carbon* guar.	282,250	12	...	...
New Haven and Northampton* guar.	1,344,000	...	...	...
New York and Harlem, pref.	1,500,000	8	...	...
Niagara Bridge and Canandaigua* guar.	1,000,000	6	...	...
North Eastern (S. C.) preferred.	155,000	8	...	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	...	...
Ohio and Mississippi, pref.	3,500,000	7	...	...
Paterson and Hudson* guar.	630,000	8	...	...
Paterson and Ramapo* guar.	248,000	...	...	...
Peoria and Bureau Valley* guar.	1,200,000	...	...	...
Philadelphia and Erie* guar.	5,996,700	...	...	...
Philadelphia and Reading, pref.	1,551,800	...	...	...
Philadelphia and Trenton* guar.	1,099,720	...	...	...
Pittsfield and North Adams* guar.	450,000	6	...	...
Pott. & Kennebec (Yarmouth) guar.	201,000	6	...	...
Portland, Saco & Portsmouth* guar.	1,500,000	6	...	...
Portsmouth and Concord* guar.	350,000	7	...	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	...	...
Rochester and Genesee Valley* guar.	557,550	7	...	...
Rutland, preferred.	...	7	...	...
St. Louis, Alton and T. H., pref.	2,040,000	7	...	...
Sandusky and Cincinnati, pref.	445,516	6	...	...
Schuylkill Valley* guar.	576,500	...	...	...
Shamokin Valley & Pottsville* guar.	869,450	5	...	...
Tol. Peoria & Warsaw (W. D.) pref.	1,300,000	7	...	...
" " (E. D.) pref.	1,700,000	7	...	...
Toledo, Wabash and Western, pref.	1,000,000	7	...	...
Troy and Greenbush* guar.	274,000	7	...	...
Vermont and Canada* guar.	2,500,000	8	...	...
Warren* guar.	1,408,300	7	...	...
White Mountains* guar.	200,000	5	...	...
Wright, York & Gettysburg* pref.	317,950	...	...	...
CANAL STOCKS:				
Delaware Division* guar.	1,633,350	8	...	...
Morris, preferred.	1,175,000	10	...	...
Schuylkill Navigation, pref.	2,888,997	6	...	...
Union, preferred.	...	6	...	...
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	...	6	...	...
Mariposa Mining, pref.	5,714,400	7	...	...

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1..... per ton 33 50 @ 36 50
 Pig, American, No. 1..... 36 @ 37 —
 Pig, American, No. 2..... 34 @ 35 —
 Pig, American, Forge..... 33 @ 34 —
 Bar, Refined, English and American..... 74 @ 75 —
 Bar, Swedes, assorted sizes..... (gold) 85 @ 100 —

Bar, Swedes, ordinary sizes..... 105 @ 120 —
 Bar, Refined..... 80 @ 85 —
 Bar, Common..... 87 @ 87 50
 Scroll..... 100 @ 130 —
 Ovals and Half-round..... 97 50 @ 122 50
 Band..... 100 @ 95 —
 Horse Shoe..... 95 @ 100 —
 Rods, 1½ to 3 inch..... 82 @ 120 —
 Hoop..... 105 @ 145 —
 Nail Rod..... per lb. — @ — 6½
 Sheet, Russia, as to No.'s..... (gold) — @ 12½ —
 Sheet, Single D. and T. Common..... 4½ @ 5½ —
 Rails, English..... (gold) per ton. 57 @ — —
 Rails, American, at Works in Penna. c'y. 59 @ 71 —
 Anvils, (Eagle)..... per lb. currency. 8 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)
 English, Cast, (2d and 1st quality) per lb. — 15 @ — 18
 English Spring (2d and 1st quality)..... — 7 @ — 10
 English Blister (2d and 1st quality)..... — 10 @ — 17
 English Machinery..... — 11 @ — 13
 American German (2d and 1st quality)..... — 10½ @ — 12
 American Blister "Black Diamond"..... — @ — 12
 American, Cast, Tool, do..... — 15 @ — 16
 American, Spring, do..... — 9 @ — 11
 American Machinery do..... — 10 @ — 11
 American German do..... — 9 @ — 11

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)
 Cut, 10d. @ 60d..... per 100 lb. 4 35 @ — —
 Cut Spikes, all sizes..... 4 50 @ — —
 Clinch..... 5 75 @ 6 25
 Horse Shoe, Forged (No. 10 to 5)..... per lb. — 19 @ — 31
 Copper..... — 35 @ — 38

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.; Banca..... (gold) per lb. — 40½ @ — 41
 Straits..... (gold)..... — 36½ @ — 36½
 English..... (gold)..... — 35½ @ — 35½
 Plates—Fair to good brands..... (gold)..... — Currency.
 I. C. Charcoal..... per box. 6 25 @ 9 — 10 25 @ 10 75
 I. C. Coke..... 7 50 @ 8 50 9 @ 10 —
 Coke Terne..... 6 25 @ 7 50 7 25 @ 9 —
 Charcoal Terne..... 8 @ 8 50 9 50 @ 10 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.
 Crude, 40 @ 48 gravity (in bulk), per gall. — 13½ @ — 13½
 Crude, 40 @ 47 gravity (in shipping order) — 17½ @ — 17½
 Refined, Standard White (in ship's order)..... @ 23 3-16
 Refined, prime White (in shipping order)..... — 21 @ — 25
 Refined, S. W. (in jobbing lots)..... — 21 @ — 25
 Refined, S. W. (in tin)..... — 23½ @ — 24
 Naptha, Refined, (65 @ 73 gravity)..... — 9½ @ — 9½
 Residuum..... per bbl. 4 @ — —

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.
 American Window.
 (Single Thick.)

Sizes.	1st.	2d.	3d.	4th.
A.	B.	C.	D.	
6 by 8 to 7 by 9.....	\$7 75	\$7 00	\$6 50	\$6 00
8 by 10 to 10 by 15.....	8 25	7 50	7 00	6 50
11 by 14 to 12 by 18.....	9 75	9 00	8 00	7 00
14 by 16 to 16 by 24.....	10 50	9 50	8 50	7 50
18 by 22 to 18 by 30.....	12 25	11 25	10 00	8 00
20 by 30 to 24 by 30.....	15 00	13 75	11 50	9 00
24 by 31 to 24 by 36.....	16 50	15 00	12 50	10 00
25 by 36 to 30 by 44.....	17 50	16 00	14 50	12 50
30 by 46 to 32 by 48.....	20 00	18 00	15 50	13 50
32 by 50 to 32 by 56.....	22 00	20 00	17 00	14 50
Above.....	25 00	23 00	20 00	16 00

(T.C. above subject to a discount of 55¢ per cent.)
 French Window—1st, 2d, 3d and 4th qualities.
 (Single Thick.)

Sizes.	1st.	2d.	3d.	4th.
A.	B.	C.	D.	
6 by 8 to 8 by 10..... (4 qts.).....	per 50 feet. 10 @ 7 75			
8 by 11 to 10 by 15..... (4 qts.).....	10 50 @ 8 —			
11 by 14 to 12 by 18..... (4 qts.).....	12 @ 9 25			
14 by 16 to 16 by 24..... (4 qts.).....	12 50 @ 9 75			
18 by 22 to 18 by 30..... (4 qts.).....	15 @ 10 50			
20 by 28 to 24 by 30..... (4 qts.).....	18 50 @ 12 —			
24 by 23 to 24 by 36..... (4 qts.).....	19 50 @ 12 50			
26 by 24 to 28 by 40..... (3 qts.).....	21 50 @ 16 —			
28 by 38 to 28 by 44..... (3 qts.).....	22 @ 16 50			
28 by 46 to 30 by 48..... (3 qts.).....	23 @ 17 —			
30 by 60 to 32 by 52..... (3 qts.).....	24 50 @ 18 —			
32 by 64 to 34 by 56..... (3 qts.).....	25 50 @ 19 50			
34 by 68 to 34 by 60..... (3 qts.).....	30 @ 22 —			
36 by 60 to 40 by 80..... (3 qts.).....	38 @ 28 —			

(Subject to a discount of 55¢ per cent.)
 English sells at 40¢ to 50¢ per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 10.

Th. 10. F. 11. Sat. 12. M. 14. Tu. 15. W. 16

Th.10.F.11.Sat.12.M.14.Tu.16.W.16					
Canton Co.....	96½	98½	98½	99½	99½
Central Pacific 6s.....	105½	105½	105½	105½	105½
Central of N. Jersey.....	105½	105½	105½	105½	105½
Chicago & Alton.....	105½	105½	105½	105½	105½
.. pref.....	105½	105½	105½	105½	105½
.. 1 M.....	105½	105½	105½	105½	105½
.. S. F.....	105½	105½	105½	105½	105½
.. Inc. bds.....	105½	105½	105½	105½	105½
Chicago, Burl. & Q.....	144½	144½	144½	144½	144½
.. 8s, 1883.....	111½	111½	111½	111½	111½
Chic. & Northwestern.....	69½	69½	69½	69½	69½
.. pref.....	92½	91½	91½	91½	91½
.. 1st M.....	97½	97½	97½	97½	97½
.. S. F.....	97½	97½	97½	97½	97½
.. Consol.....	91	91	91	91	91
Chic. Rock Isl. & Pac.....	108½	108½	108½	108½	108½
Chi., R. I. & Pa. 7s, 1896.....	109	109	109	109	109
Clev., Col. C. and Ind.....	87½	87½	87½	87½	87½
Clev. and Pittsburg.....	119½	119½	119½	119½	119½
.. 2 M.....	119½	119½	119½	119½	119½
.. 4 M.....	119½	119½	119½	119½	119½
Clev. and Toledo.....	119½	119½	119½	119½	119½
.. S. F. 7s.....	119½	119½	119½	119½	119½
Col., Chi. & Ind. C.....	88½	88½	88½	88½	88½
.. 1 M.....	88½	88½	88½	88½	88½
.. 2 M.....	88½	88½	88½	88½	88½
Cumberland Coal pref.....	118½	118½	118½	118½	118½
Del. & Hudson Canal.....	108½	108½	108½	108½	108½
Del. Lack. & Western.....	108½	108½	108½	108½	108½
.. 1 M.....	108½	108½	108½	108½	108½
.. 2 M.....	108½	108½	108½	108½	108½
Dubuque & Sioux City.....	87	87	87	87	87
Erie Railway.....	30½	30½	30½	30½	30½
.. pref.....	30½	30½	30½	30½	30½
.. 1 M. 7s, 1897.....	101	101	101	101	101
.. 2 M. 7s, 1879.....	101	101	101	101	101
.. 3 M. 7s, 1883.....	96	96	96	96	96
.. 4 M. 7s, 1880.....	89½	89½	89½	89½	89½
.. 5 M. 7s, 1888.....	88½	88½	88½	88½	88½
Great Western 2d mort.....	86½	86½	86½	86½	86½
Hannibal & St. Joseph.....	89	89	89	89	89
.. pref.....	79½	81	81	81	81
.. 8s, conv. 103½.....	103	103	103	103	103
Hudson River.....	103	103	103	103	103
.. 2 M. S. F.....	103	103	103	103	103
.. 3 M. 7s, 1875.....	103	103	103	103	103
Illinois Central.....	132½	132½	132½	132½	132½
.. bonds.....	132½	132½	132½	132½	132½
Lake Shore & Mich. S'th. 109½.....	109½	109½	109½	109½	109½
Lake Shore Div. bonds.....	109½	109½	109½	109½	109½
Marietta & Cin. 1st pref.....	120	120	120	120	120
.. 2d pref.....	120	120	120	120	120
Michigan Central.....	120½	120	120	120	120
.. S. F. 8s, 1882.....	120	120	120	120	120
M. S. and N. I. M. S. F.....	103	103	103	103	103
.. 1 M.....	103	103	103	103	103
Mariposa Mining Co.....	99½	99½	99½	99½	99½
.. pref.....	99½	99½	99½	99½	99½
.. Tr. 10s cts.....	99½	99½	99½	99½	99½
Milw. and St. Paul.....	80½	80½	80½	80½	80½
.. pref.....	81	81	81	81	81
.. 1st mort.....	93½	93½	93½	93½	93½
.. 2d mort.....	93½	93½	93½	93½	93½
.. 8s.....	106	106	106	106	106
.. 7-10s con.....	95	95	95	95	95
Missouri 6s.....	95½	95½	95½	95½	95½
.. H. & St. J. 1st.....	95½	95½	95½	95½	95½
Morris and Essex.....	93	93	93	93	93
.. 1st mort.....	93	93	93	93	93
.. 2d mort.....	93	93	93	93	93
New York Central.....	99	99	99	99	99
.. 7s, S.F. 1876.....	99	99	99	99	99
.. 6s, S.F. 1883.....	93	93	93	93	93
.. 6s, S.F. 1887.....	91	91	91	91	91
N. Y. Cen. & Hud. Riv. 98½.....	98½	98½	98½	98½	98½
.. certificates.....	94½	94½	94½	94½	94½
N. York and Harlem.....	128½	128½	128½	128½	128½
.. pref.....	128½	128½	128½	128½	128½
.. 1 M. 7s, 1873.....	128½	128½	128½	128½	128½
N. Carolina 6s, old.....	46	45½	45½	45½	45½
.. new.....	27	27	27	27	27
Ohio and Miss.....	46	45½	45½	45½	45½
.. pref.....	79	79	79	79	79
.. 1st M.....	79	79	79	79	79
Pacific Mail S. Co.....	48½	47½	49½	50½	51½
Panama.....	54	54	55	55½	61
Phila. and Reading.....	114½	114½	115	114½	114½
Pitta., Ft. W. & Chi. gid. 99½.....	99½	99½	99½	99½	99½
.. 1 M.....	106	106	106	106	106
.. 2 M.....	106	106	106	106	106
.. 3 M.....	106	106	106	106	106
Quicksilver Mining Co.....	25	25	25	25	25
St. L., Alton & T. H.....	25	25	25	25	25
.. pref.....	25	25	25	25	25
.. 1 M.....	25	25	25	25	25
.. 2 M. pref.....	85	85	85	85	85
.. Income bds.....	77	77	77	77	77
Tennessee 6s, old.....	75½	75½	75½	75½	75½
.. new.....	70	70	75½	75½	70
Tol., Wab. & Western.....	63½	63½	63½	62½	63
.. pref.....	63½	63½	63½	63½	63½
.. 1 M.....	95	95	95	95	95
.. 2 M.....	95	95	95	95	95
.. Equipment.....	91½	91½	91½	91½	91½
.. St. Lou. Div.....	86½	86½	86½	86½	86½
Union Pacific.....	32½	31½	32½	32½	32
.. 1st mort.....	88½	88	88	88½	87
.. L. Gt. 7s.....	86½	86½	86½	86½	84½
.. Inc. 10s.....	86½	87	86½	86½	86½
Virginia 6s, old.....	64½	64½	64½	64½	63½
.. new.....	64½	64½	64½	64½	63½

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 10.

Th.10. F.11. Sat.12. M.14. Tu.15. W.16

FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	113½	113½	113½	113½	113½
U. S. 5s, 1874, coup.	113½	113½	113½	113½	113½
U. S. 5s, 10-40s, coup.	113½	113½	113½	113½	113½
U. S. 5s, 10-40s, reg.	113½	113½	113½	113½	113½
U. S. 5s, 1881, reg.	117	117	117	117	117
U. S. 5s, 1881, coup.	117	117	117	117	117
U. S. 5s, '81, O.W.L.	117	117	117	117	117
U. S. 5s, 5-20s, reg. '62.	113½	113½	113½	113½	113½
U. S. 5s, 5-20s, c. 1862.	113½	113½	113½	113½	113½
U. S. 5s, 5-20s, reg. '64.	113½	113½	113½	113½	113½
U. S. 5s, 5-20s, c. 1864.	113½	113½	113½	113½	113½
U. S. 5s, 5-20s, reg. '65.	113½	113½	113½	113½	113½
U. S. 5s, 5-20s, c. 1865.	113½	113½	113½	113½	113½
U. S. 5s, 5-20s, r. n. '65.	113½	113½	113½	113½	113½
U. S. 5s, 5-20s, c. n. '65.	113½	113½	113½	113½	113½
U. S. 5s, 5-20s, reg. '67.	113½	113½	113½	113½	113½
U. S. 5s, 5-20s, c. 1867.	113½	113½	113½	113½	113½
U. S. 5s, 5-20s, reg. '68.	113½	113½	113½	113½	113½
U. S. 5s, 5-20s, c. '68.	113½	113½	113½	113½	113½
U. S. 5s, 5-20s, c. '68.	113½	113½	113½	113½	113½
U. S. 5s, Pac. R.R. Issue 115	113½	113½	113½	113½	113½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 15.

W.9. Th.10. F.11. Sat.12. M.14. Tu.15

Catawissa	47½	47½	47½	47½	47½
Camden and Amboy	126	126	126	126	126
6s, 1875	89½	89½	89½	89½	89½
6s, 1883	89½	89½	89½	89½	89½
6s, 1889	89½	89½	89½	89½	89½
mort. 6s, '89 95½	95½	95½	95½	95½	95½
Kimira & Williamsport	95	95	95	95	95
7s	95	95	95	95	95
Lehigh Navigation	38½	38½	38½	38½	38½
6s, 1884	88	88	88	88	88
Gold L.	91½	91½	91½	91½	91½
R. R. L.	92	92	92	92	92
Conv. L.	91	91	91	91	91
Lehigh Valley R.R.	61	61	61	61	61
6s new coup.	61	61	61	61	61
6s new reg.	61	61	61	61	61
Little Schuylkill R.R.	7s	7s	7s	7s	7s
Minehill	69	69	69	69	69
Morris Canal	23½	23½	23½	23½	23½
6s, 1880	102	102	102	102	102
10s, 1887	99½	99½	99½	99½	99½
Northern Central	41	41	41	41	41
Oil Creek & Alleg. Riv.	49½	49½	49½	49½	49½
7s	87	87	87	87	87
Pennsylvania R.R.	61½	61½	61½	61½	61½
1st M.	101	101	101	101	101
2d M.	100	100	100	100	100
Gen. mort.	93½	93½	93½	93½	93½
6s, 1st series	102	102	102	102	102
6s, 2d series	105½	105½	105½	105½	105½
6s, 3d series	107	107	107	107	107
6s, W. L.	100½	100½	100½	100½	100½
Philadelphia City, 6s	101	101	101	101	101
new	101½	101½	101½	101½	101½
Philad. Germ. & Nor.	57½	57½	57½	57½	57½
Phila. & Reading	57½	57½	57½	57½	57½
Philadelphia and Erie	57½	57½	57½	57½	57½
6s	87½	87½	87½	87½	87½
Schuylkill Navigation	87½	87½	87½	87½	87½
6s, 1882	80½	80½	80½	80½	80½
6s, 1876	80½	80½	80½	80½	80½
6s, 1872	80½	80½	80½	80½	80½
Susq. Canal	80½	80½	80½	80½	80½
6s, 1878	80½	80½	80½	80½	80½
Union Canal, 6s, 1878	80½	80½	80½	80½	80½
Hestonville, (Horse)	21½	21½	21½	21½	21½
Chestnut & Wal.	21½	21½	21½	21½	21½
Green & Coates	21½	21½	21½	21½	21½
2d and 3d streets	21½	21½	21½	21½	21½
Spruce and Pine	21½	21½	21½	21½	21½
15th and 15th sts.	21½	21½	21½	21½	21½

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 15.

W.9. Th.10. F.11. Sat.12. M.14. Tu.15

Baltimore City 6s, 1875	99½	100	100	100	100
1880	99½	100	100	100	100
1884	99½	100	100	100	100
1900	99½	100	100	100	100
Balt and Ohio	143	143	143	143	143
bonds, 1875	98½	98½	98½	98½	98½
1880	98½	98½	98½	98½	98½
1885	98½	98½	98½	98½	98½
Marietta & Clin. 1st M.	96½	96½	96½	96½	96½
2d M.	85	85	85	85	85
3d M. 6s	84½	84½	84½	84½	84½
Northern Central	41½	41½	41½	41½	41½
bonds, 1885	41½	41½	41½	41½	41½
1900	41½	41½	41½	41½	41½
N. W. Va. 1st mort.	85	85	85	85	85
2d mort.	85	85	85	85	85
3d mort.	85	85	85	85	85
City Passenger R. R.	85	85	85	85	85

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 16.

Th.10. F.11. Sat.12. M.14. Tu.15. W.16

Boston and Albany	152½	152½	152½	152½	152½
Boston and Lowell	137½	137½	137½	137½	137½
Boston and Maine	146½	146½	146½	146½	146½
Boston and Providence	146½	146½	146½	146½	146½
Boston, Hartford & Erie	2½	2½	2½	2½	2½
7s, new	29½	29½	29½	29½	29½
Cheshire, pref.	85	85	85	85	85
Concord	78	78	78	78	78
Connecticut River	142	142	142	142	142
Eastern	120½	120½	120½	120½	120½
Fitchburg	139½	139½	139½	139½	139½
Manchester & Law's	120½	120½	120½	120½	120½
Michigan Central	120½	120½	120½	120½	120½
Northern, N. H.	114½	114½	114½	114½	114½
Ogdens & Lake Champ	89	89	89	89	89
pref.	89½	89½	89½	89½	89½
Old Colony & Newport	104	104	104	104	104
Ph. Wil. & Baltimore	54½	54½	54½	54½	54½
Port'd, Saco & Ports	135	135	135	135	135
Union Pacific	32½	32½	32½	32½	32½
" 6s	81½	81½	81½	81½	81½
" Land Grant 7s	81½	81½	81½	81½	81½
" Income 10s	82½	82½	82½	82½	82½
Vermont & Canada	101	101	101	101	101
Vermont & Mass.	80½	80½	80½	80½	80½
South Boston (Horse)	103½	103½	103½	103½	103½
Cambridge	75	75	75	75	75
Metropolitan	75	75	75	75	75
Middlesex	75	75	75	75	75
Central Mining Co.	11½	11½	11½	11½	11½
Copper Falls	5½	5½	5½	5½	5½
Franklin	4½	4½	4½	4½	4½
National	4½	4½	4½	4½	4½
Pewabic	4½	4½	4½	4½	4½
Quincy	4½	4½	4½	4½	4½

London Stock Exchange.

Closing Prices—
July 28. Aug. 4.

Atl. & Gt. West. N. Y. sec. 7 per ct	85	90	88	92
1st mort., 1880	75	80	78	82
Do. do., 2d mort., 1881	75	80	78	82
Do. Penn., 1st mort., 1877	75	80	78	82
Do. do., 2d mort., 1882	75	80	78	82
Do. Consol. 7 per cent. mort. 1890	43	44	41½	42½
Detroit and Milwaukee 1st mort. 7s	69	71	69	71
Do. 2d mort. 8 p. c.	69	72	69	72
Erie shares 100 dol. all paid	23½	23½	23½	24½
Do. sterlg. 6 p. c. convertible bonds	66	68	66	68
Illinois Central, 6 per cent., 1875	—	—	—	—
Do. Redemption mort. bonds 6 p. c. 101	—	103	101	103
Do. 100 dol. shares, all paid	—	108	107	108
Panama General mort. 7s, 1897	77	80	75	80
Penn. R. R. bonds, 2d mort. 6 per ct. 100	—	102	100	102
Do. General mort. 6 p. c. 1910	93	94	94½	94½
Do. 50 shares	50	52	50	52
Philadelphia and Erie 1st mort. 1881	95	97	95	97
Do. with option to be paid in Phila.	95	97	95	97

American Railroad Journal.

Saturday, August 19, 1871.

Stock Exchange and Money Market.

Continued ease has been the feature of the call loan market, with Money reported available, in a controllable form for the lenders, in large amounts at the very low rates which have prevailed for a long time past. The speculative inquiry for aid has been somewhat brisker, in harmony with the enlarged movements in Gold and Stocks, but the wants of street borrowers have been quite promptly met at the ruling figures. In the discount line, with the growing activity in the Fall trade, there has been a more urgent demand for accommodation, with less partiality shown by lenders to long date acceptances. The current quotations for Money at the close were 2@5 mainly 3 per cent., on call and at 4½@9, per cent. per annum on very choice to fair business credits, with the bulk of the business in the latter reported in mercantile notes, grading strictly choice to prime, and rated at 5@7 per cent. per annum. The city banks, in their last weekly exhibit, show a loss of 1½ millions of legal tender notes, a million of specie, and 1½ millions of deposits, with an enlargement of about 1½ millions of their loan and discount averages, and a small addition to their item of circulation. The U. S. Sub Treasury increased its currency balance 2½ millions, and its coin reserve, over a quarter of a million, as the

result of the week's business. The city banks, last week, reported a loss of \$1,002,704 of specie, \$1,502,093 of legal tender notes, and of \$1,147,147 of deposits. They increased their loan and discount averages \$1,630,136 and their circulation \$48,786. The city bank exchanges, last week, averaged \$79,347,216; and thus far, this week, 86½ millions daily. The banks now hold \$14,369,477 of specie and legal tender notes, in excess of the 25 per cent. of their liabilities required by the national banking Act. The U. S. Sub-Treasury office in this city reported a gain of \$294,387 of specie and \$2,887,889 of currency, as the result of the week's business. The receipts of the office were \$4,397,672 in coin, and \$5,356,065 in currency; payments, \$4,103,286 in coin, and \$2,468,776 in currency. The office received \$3,549,000 in coin or its equivalent, from customs; and disbursed \$675,968 of coin interest.

The specie reserve of the city banks according to the latest return is \$12,361,749, against \$24,104,302 same time last year. The city bank deposits are now \$251,245,280 against \$215,074,494 week ending August 13, 1870. The legal tender reserve amounts to \$72,390,400 against \$51,976,262 same time last year. The circulation now stands at \$30,235,409, against \$32,909,166 same time last year. The loans are now \$302,400,397, against \$278,647,619 at this date last year.

The U. S. Sub-Treasurer retired, last week, \$3,307,544 of coin certificates, received for customs.

The U. S. Sub-Treasury, on Thursday morning of this week, held a balance of \$9,548,974 in currency, and \$64,293,526 in coin against a balance a week previous of \$6,318,735 currency, and \$63,279,294 coin.

Government revenues show a fair yield. The excises yielded last week about 2½ millions, and thus far since July 1, \$19,622,722. The customs at the port of New York, last week were \$3,461,544; and at the outports, equal to about 1½ millions more, all in coin, or coin certificates.

Gold has been more active at a higher range of price, under freer speculative inquiries, a good customs call, and a less liberal supply, available for prompt delivery. The borrowing demand has been more urgent, and extreme rates have been exacted for the use of coin, from day to day. At the close, there was less buoyancy in the general movement. The range of the price during the week, has been from 111½@112¾, and the closing quotation on Wednesday was 112¼@112¾ against 112 the preceding Wednesday. The specie outflow, last week, was \$727,500; on Tuesday of this week, 96,300; and on Wednesday, \$283,000. The Gold Exchange Bank clearances have been as follows: August 10, \$74,190,000; August 11, \$89,453,000; August 12, \$67,786,000; August 14, \$14,577,000; August 15, \$47,564,000; August 16, \$47,784,000.

The customs at this port on Wednesday were \$746,000.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to July 31, 1871, \$60,599,053, against \$61,844,699 same time in 1870.

The customs demand for Gold last week, averaged \$591,500 a day; thus far, this week, it has averaged \$750,000 a day, or equal to a weekly aggregate of \$4,500,000. The arrivals of

specie from Europe, Havana and other foreign ports since Jan. 1, 1871, have been \$7,424,449 against \$7,860,688 same time in 1870. The total customs revenue of the Government, in coin, at this port, since January 1, 1871, has been \$97,577,219 against \$83,804,849 same time in 1870.

The export drain was \$727,500 last week, against \$2,902,528, same week preceding year. The shipments since January 1, 1871, have been \$52,180,517, against \$39,912,847 same time in 1870.

Foreign Exchange has been in much better supply and decidedly cheaper, with a limited inquiry noted from all sources, closing however with more steadiness. Bankers' sixty day bills on London closed on Wednesday at 109@109½; sight bills on London, 109½@109¾.

The produce exports from this port, week ending with Aug. 15, were to the currency value of \$3,959,636.

Government securities have been offered very sparingly and all the older issues of the interest-bearing obligations have been in good request at firmer and buoyant prices. The successful negotiation of the United States Five per cent. Funding Loan, in Europe and here, of which we made note last week, has tended to stimulate the investment call for the several issues of the public funds.

Under the official programme for August, Government proposes to sell Gold, during the month, as follows: Thursday, August 17, \$1,000,000; Thursday, August 24, \$2,000,000; Thursday, August 31, \$2,000,000; And buy in of Five Twenties, as follows: Wednesday, August 23, \$1,000,000; Wednesday, August 30, \$1,000,000.

On Wednesday, Government bought in a million of Five-Twenties at 112 12@112 24, ex interest. The amount of bonds offered was \$1,770,400 at 112 12@112 37½.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118@118½; U. S. Five-Twenties of 1862, 114½@114¾; U. S. Five-Twenties of 1864 at 114@114½; U. S. Five-Twenties of 1865, 114½@114¾; U. S. Five-Twenties of 1865 consolidated, 113@113½; U. S. Five-Twenties of 1867, 118½@113½; U. S. Five-Twenties of 1868, 114¼@114½; U. S. Ten-forties at 113¼@114; U. S. Six per cent. currency bonds, 115½@115¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 2.	Aug. 9.	Aug. 16.
Consols	98½	98¾	98½
U. S. 5-20's of 1862...	93	93¾	93½
U. S. 5-20's, 1865....	92¾	93¾	93¾
" 1867	91¾	92¾	92¾
" 10-40s	92	93	*93
Erie	24½	24½	25
Central Pacific 6s....	—	—	81½
Union " "	—	—	69¾

* or 90¾@91 ex-sep. coupon.

State bonds have been in less liberal supply and fair demand at steadier prices.

Railway bonds have been in more general request, mostly for investment purposes, at stronger prices for the favorites of the older loans. The chief business has been through the commission houses. Central Pacific Sixes closed on Wednesday at 99¼@99½.

Business in Railway and miscellaneous share property has shown more activity with decided

buoyancy in the current values of the speculative favorites.

The subscriptions to the St. Joseph and Denver City Railroad (Western Division) 8 per cent. bonds for the first two days of the present week are \$200,000. More than a fifth of this Loan has already been marketed, within the very short period during which it has been open to subscription. The present price of the Bonds is 97½ cents and accrued interest in currency. Messrs. TANNER & Co., the financial agents of the Loan, after a thorough examination of the property which is represented by the mortgage, unhesitatingly recommend the Bonds as constituting a safe and profitable investment; and as an indication of the basis of their opinion, they refer to the fact that the First Mortgage Bonds of the same Company, on the Eastern Division, lately successfully placed by their firm at 97½, have advanced to 102 and accrued interest making them equal to 106.

The Chesapeake and Ohio R. R. First Mortgage six per cent. gold bonds have been in quite active demand at 92 per cent. and accrued interest. This Loan is being marketed at a rate considerably in excess of the Money requirements of the Company, notwithstanding the fact that the work of construction is being vigorously prosecuted on the unfinished portion of the road, (195 miles), of which ninety miles will be completed within the next six weeks, and added to the 227 miles already in actual operation. This will leave but 105 miles to be constructed, in order to give a through line of railway communication direct from Richmond to the Ohio River, where connections will be at once established with all the leading points of the West. It is confidently expected that the enterprise will be brought to completion in the Summer of the coming year. Union Pacific Sixes closed on Wednesday at 88@88½.

General business has been fairly active, since our last. Breadstuffs and Provisions closed less buoyantly. Middling upland cotton closed on Wednesday at 18½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,964,550 bales, against 2,837,232 bales same time last year; exports 3,127,690 bales, against 2,188,548 bales same time last year; stock at the ports at latest dates, 149,875 bales, against 96,220 bales same date 1870.

At the Live Stock Markets, Beesves have been in moderate request at from 8@12½ cts.; Veals at 4@10 cts.; Sheep at 4@6½ cts.; Lambs at 6@9 cts.; Swine, 5@5½ cts per lb., all live weight. The week's receipts were 6,749 Beesves, 2,556 Veal Calves, 34,205 Sheep and Lambs; and 20,944 Swine.

Foreign goods have been in fair demand as a rule, with a steadier market noted. The week's imports of foreign goods reached \$9,690,472 including \$4,039,796 of dry goods.

Ocean freights have been moderately active but rates have been quoted lower on a rather better supply of room.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Bellville and Southern Illinois R.R. 1st mort. 8s, 96; Ohio and Miss. consol. bonds, 93½; do. 2d mort., 86; Central of New Jersey new bonds, 101¼; Toledo, Peoria and Warsaw 1st

mort., E. D., 89; do. 2d mort., 78½; New York Central sub. bonds, 90; Galena and Chicago 1st mort., 100; Cedar Falls and Minnesota 1st mort., 83¾; Chicago and Northwestern Int. bonds, 95; Gt. Western 1st mort., 1888, 91¾; Albany and Susq. 2d mort., 94¾; Hannibal and Naples 1st mort., 88; Long Dock bonds, 90¾; Rome, Wauertown and Ogdensburg R. R., 115; New York and New Haven R.R., 154; Georgia 7s, gold, 98¾; South Carolina 6s, new, Jan. and July, 58½; do. Apl. and Oct., 60; North Carolina 6s, special tax, 19¾; do. Fund Act, 1868, 30; Arkansas 6s, Fund Act, 54½; New York State 7s, Bounty Loan, 108¼; Alabama 8s, 100; Brunswick City Land, 8½; Western Union Tel., 61½; Quicksilver pref., 20; Consol. Coal of Md., 40; Spring Mt. Coal, 71; Maryland Coal, 30½; Wells-Fargo Exp., 47; Adams Exp., 84½; Am. Mer. Union Exp., 59½; U. S. Exp., 58; Brooklyn 6s, W. L., 96.

Philadelphia.—Warren and Franklin 7s, 91; Pennsylvania and New York Canal, 7s, 96; Wilmington and Reading 1st mort., 98¾; Harrisburg and Lancaster 1st mort., 94; Steubenville and Indiana R. R. 6s, 83; Huntingdon and Broad Top Mt. R. R., 9; do. pref., 12½; do., consol. bonds, 47½; Nesquehoning R. R., 55½; West Jersey R.R., 62½; do. 7s, 102¾; Philadelphia and Trenton R. R., 126. The latest quotations are: City 6s, 101¾@101½; do. free of tax, 101@101½; State 5s, coupon, 100@100; do. 6s, W. L., 100@100¾; do. 1st series, 102½@103; do. 2d series, 105@105½; do. 3d series, 106½@107; Reading, 57¼@57½; do. 7s, 1893, 105@106; do. mort. 6s, 1880, 92½@94; Camden and Amboy, 127¼@128; do. mort. 6s, 1889, 95½@96; do. 1883, 89½@90; do. 1889, 89½@90; Pennsylvania R. R., 61½@61¾; do. 1st mort., 101½@101½; do. 2d mort., 100@101¼; do. General mort. coupon, 93½@93¾; do. reg., 96@97; Little Schuylkill R. R., 46@47; Morris Canal, 51@52; do. pref., 120@—; do. 6s, 90@91½; Susquehanna Canal, 9@11; do. 6s, 61½@65; Schuylkill Nav., 8½@9; do. pref., 17½@18; do. 6s, 1882, 80¼@80½; Elmira and Williamsport pref., 41@—; do. 7s, 1873, 94¾@96; do. 6s, 61@—; Lehigh Coal and Navigation, 38½@38¾; do. 6s, 1884, 88@88½; do. R. R. Loan, 92@92½; do. Gold Loan, 91½@91½; North Pennsylvania, 50@51; do. 6s, 102@103; do., 7s, 99¾@100; do. Chattle 10s, 114@116; Philadelphia and Erie, 28@28¾; do. 6s, 98@95; Minehill, 52½@52¾; Catawissa, 21@22; do. pref., 47¾@48; Lehigh Valley, 61¼@61¾; do. 6s, 96@98; Fifth and Sixth streets, (horse,) 45@45; Second and Third, 67@—; Thirteenth and Fifteenth, 24½@25; Spruce and Pine, 31@31½; Green and Coates, 45@—; Chestnut and Walnut, 52@52; Hestonville, 22@22¾; Union, 60@—; Germantown, 33@35.

Boston.—Burlington and Missouri River R. R., 117; Indianapolis and Cincinnati R.R., 6¼; Worcester and Nashua R. R., 137¾; Norwich and Worcester R.R., 116; Berkshire R. R., 77; Rutland R.R., 38¾; do. pref., 85; do. 8s, 1880, 100½; Portsmouth, Gt. Falls and Conway R. R., 112; Housatonic R. R. pref., 104; Cincinnati, Sandusky and Cleveland R. R., 24; Granite Railway, 71¼; Eastern R. R. 6s, 1874, 98½; Western R. R. 6s, 1875, 100; Boston, Concord and Montreal R.R. 6s, 1889, 92; Framingham and Lowell R. R. 7s, 1891, 90; Vermont Central and Vermont and

Canada 8s, long, 102½; do. 8s, 1875, 100; Jackson, Lansing and Saginaw 8s, 1885, 100; Leavenworth, Lawrence and Galveston 1st mort., 10s, 96¼; Missouri River, Ft. Scott and Gulf 1st mort., 10s, 100; Vermont Central 2d mort., 41½; Boston Water Power, 43½; Cary Imp., 16½; Vermont 6s, 101; Rhode Island 6s, 1893, 101½; Bath 6s, 1891, 90½; Manchester N. H., 6s, 1884, 100; St. Louis 6s, 1879, 92½; Wymouth 5s, 1875, 95¼; Greensboro', Vt., 6s, 1893, 86¼; St. Louis County 7s, 1881, 100½; Cook County Ills., 7s, 101; Hartford 6s, 1893, 100; Boston 5s, 1874, gold, 101¼; Chelsea 6s, 100; do. 6s, old, 96½; Canada Mining Co., 80c.; Calumet and Hecla, 103; Dana, 90c.; Humboldt, 95c.; Hancock, 3.

Baltimore.—Pittsburg and Connellsville 7s, 94½; Orange, Alex. and Manassas bonds, 80½; Central Ohio 1st mort., 87½; Northern Central 6s, gold, 1900, 91½; Orange and Alex. 2d mort., 80; do. 4th mort. 8s, 85; Marietta and Cincinnati 2d pref., 10¾; Virginia Consolidated 6s, 64½; do. Deferred Certificates, 31; do. 6s, old, reg. 52½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94¼@94½; Baltimore and Ohio, 140@146; do. 6s, 1875, 96@96¼; do. 1880, 95@—; do. 1885, 96½@98; Northern Central, 41@41½; do. 6s, 1885, 91½@92; do. 1900, 89@90; do. 6s, 1900, gold, 91½@91¾; N. W. Va. 1st mort., 98@—; do. 2d mort., 96@—; do. 3d mort., 1885, 90¾@92; Marietta and Cincinnati 7s, 1892, 96@96½; do. 2d mort., 84¾@85; do. 3d mort., 79¾@80; Central Ohio, 28½@31; do. 1st mort., 87½@88; Western Md. 1st mort. 6s, 1890, 80@80½; do. guar. by Baltimore City, 92@—; do. 2d mort. guar., 92@92¼; do. 2d mort. pref., 61@—; do. 6s, guar. by Washington Co., 84@85; Richmond and Danville bonds, 79¼@80¾; Orange and Alexandria 1st mort. 6s, 90@91; do. 2d mort. 6s, 80½@85; do. 3d mort. 8s, 87@87½; do. 4th mort. 8s, 88½@84½; Orange, Alex. and Manassas 7s, 80½@80¾; Virginia and Tennessee 8s, 86¾@87½; do. 6s, 1st mort., 87@95; do. 6s, 2d mort., 77@78; Baltimore 6s, 1875, 100½@100¾; do. 1884, 99@99; do. 1886, 99@100; do. 1890, 100@100¼; do. 1893, 98½@99; do. 1900, 98½@101; do. 5s, 1898-70, 81½@82; Memphis City 6s, 59@59¼; Maryland Defense Loan, 1883, 105@—; City Passenger R. R., 22¾@23; George's Creek Coal, 70 74@; Baltimore Copper, 0.50@1.00; Santa Clara 1@1.00; Atlantic Coal, 1.00@2.00.

St. Joseph and Denver City Railroad.

A few years ago the idea of a Pacific Railroad was looked upon as chimerical. No skill in construction, it was argued, could enable the inherent difficulties to be surmounted. Indians would destroy the tracks, and snow would prevent the passage of trains. These fears time has shown to be groundless. Neither one nor two tracks will suffice for the business, and each of these in time must connect on both sides with roads which serve as tributaries and feeders. Many of these will shorten the original distance—as, for instance, the new St. Joseph and Denver City road does. Beginning in Missouri, it extends through Kansas, in one of the most fertile sections of that country, and abridges travel by one hundred miles. Commerce will take this path, instead of going a long, round-about way; and there will soon be an immense local traffic.

The Eastern Division of this road is entirely

built and trains running beyond Marysville. The Western Division, from Marysville to Fort Kearney, a space of 160 miles, with ten miles of other track, is now rapidly approaching completion. To facilitate them in carrying on this work the directors have issued First Mortgage Land-Grant Bonds on this Western Section, running for thirty years, and bearing interest at eight per cent. in gold, free of tax.

The financial agents of the road are Messrs. TANNER & Co., the well-known bankers of Wall Street, who have just had such great success in placing the bonds of the Eastern Division. These were originally offered at 97½, the same price that the new ones are held at; and under careful management rapidly went up, until they now stand at 102 and accrued interest, amounting to 106. The Western Section is rapidly building, and the fertile soil and healthy climate will attract there an early tide of immigration.

The security of the bonds is perfect. In the first place, the mortgage not only extends over the road, but over twenty miles of land on each side of the track, amounting to 1,500,000 acres, granted to the Company by the United States Government for the express purpose of aiding the enterprise; in the second place, the amount which can be mortgaged is limited to half of the value; and, in the third place, the funds are retained and the trusteeship for the bondholders undertaken by the Farmer's Loan and Trust Company of New York. All the conceivable requirements of good bonds are united in these; good security, high interest, and convenience of payment. Bondholders residing abroad will be paid either in London or Frankfort-on-the-Main, and in the United States at New York.

The total issue of this loan is \$5,500,000, and since the 1st of August, the sales have amounted to about one-fourth of the whole. These bonds are secured, in addition to the railroad property and franchises, by a land grant of 1,500,000 acres of the finest agricultural land in the State. The sales of land by the Union Pacific Railroad Company, published a few days ago, average \$4.35 per acre. The lands on the Denver road are of much superior quality, but even at \$4.35 per acre the 1,500,000 acres will realize about \$1,000,000 more than the whole issue of bonds.

Persons desirous of investing in a first class security, bearing a high rate of interest, are referred to the circular on the first page of this paper, and also to maps and documents which may be had on application to TANNER & Co., No. 11 Wall Street, New York City.

The Loudoun (Va.) *Enterprise* of the 1st instant says that work on the whole line of the Alexandria and Fredericksburg railroad is proceeding with vigor. The road bed will be ready for the reception of the rails next month, when tracklaying will be commenced and rapidly prosecuted to completion. The erection of all the bridges on the line is under way, and is progressing at the same pace with the other portions of the road.

The Ohio Falls Car Works delivered cars and coaches to the value of \$195,453 10 during the month of July, which is certainly the largest month's work ever delivered in the United States, and probably the largest in the world.

BANKING AND FINANCIAL.

HARVEY FISK.

A. S. HATCH.

OFFICE OF FISK & HATCH.

BANKERS AND DEALERS IN GOVERNMENT SECURITIES.

No. 5 NASSAU-ST., NEW YORK, Aug. 14, 1871.

The successful negotiation of the new Government Five per Cent. Loan, and the calling in of \$50,000,000 of Five-twenties, to be paid in gold, shows that hereafter from five to four per cent. will be the highest rate of interest paid on the bonds of the United States. Hence, investors who desire a larger income, with equal security, are withdrawing a part of their funds from Government bonds, and are seeking to place their money where it will be equally safe and more remunerative. Railroad bonds of the highest class are believed to offer the greatest advantages, and among the best of these are the FIRST MORTGAGE GOLD BONDS OF THE CHESAPEAKE AND OHIO RAILROAD, which promises to be one of the most remunerative, popular and useful of the great through routes connecting the Mississippi Valley with the seaboard. The Company has no floating debt, and it is under the management of men of well-known experience, character, ability and wealth. It is already in operation for 227 miles. In 40 days 95 miles more will be opened, making 322 miles completed; and as about 5,000 men are constantly at work upon it, the remaining 105 miles, which will finish the road, are expected to be opened next Summer. The Road has low grades and light curves, which secure an economy of transportation expenses. It is considerably shorter than the great competing lines, passes through a rich agricultural and mineral district, the deposits of iron and coal being inexhaustible. The bonds are an absolute thirty years security, and, if obtained in exchange for Five-twenties, the investor adds nearly twenty per cent. to his capital, besides retaining six per cent. gold interest.

Price, 92 and accrued interest from May 1. The Bonds are in denominations of \$1,000, \$500, and \$100. FISK & HATCH.

The Cincinnati and Baltimore Railroad will be completed and put in operation by January 1, 1872. It is simply a Western continuation of the Marietta and Cincinnati Railroad. Its termini are the Buckeye race track and the Plum-street depot, in Cincinnati. It is seven miles long, being one mile shorter than the present route into Cincinnati.

A change of the gauge of the Louisville and Cincinnati Short Line Railroad from five to four feet eight and a-half inches commenced at daylight on the 13th inst., and was successfully completed at seven in the evening. Regular trains are now running.

The officers of the Geneva and Ithaca Railroad Company are: C. M. Titus, of Ithaca, President; R. M. Steede, of Romulus, Vice-President; A. S. Chew, of Geneva, Treasurer, Col. J. W. Paine, of Geneva, Secretary.

The new railroad from Lowville to Carthage, (N. Y.) is now nearly completed and is running order to within two or three miles of Carthage. The extension to Watertown will be ready by the first of September.

Journal of Railroad Law.

RAILROAD COMPANIES—CANNOT EXPEL PASSENGER BETWEEN REGULAR STATIONS.

The facts in the late case of *The Chicago and Northwestern Railroad Company vs. Peacock* (48 Ill., 253), are fully and clearly stated in the following opinion by

WALKER, J.—The first question presented on this record is, whether an action of trespass will lie against a railroad company, where the conductor forcibly ejects a passenger, between stations on the road, because he refused to pay his fare. It is urged that case is the proper remedy, and that trespass will not lie. In the case of *The St. Louis, Alton and Chicago Railroad Company vs. Dalby*, 19 Ill., 353, it was, after full argument, and upon mature deliberation, determined that the action of trespass would lie against such a company, for forcible injuries inflicted by their employees, while in the discharge of their duties in operating their road, upon a passenger. And after reading appellants' argument in this case, we see no reason for dissatisfaction with the conclusion there announced, nor do we feel the least inclination to modify, or abridge it in its operation. We believe the rule to be sound, and strictly in analogy to the principles of the common law, which is the base of our system of jurisprudence.

It is also urged that this case is clearly distinguishable from that, inasmuch as the plaintiff in that case was at no time in the wrong, while in this case, appellee placed himself in the wrong by refusing to pay his fare, when called for by the conductor. We are not able to perceive that this creates or forms any well defined distinction in fact, and none in principle. The facts slightly differ, but so slightly as to form no well grounded distinction. In that case, the conductor wrongfully used force to eject a passenger from the train, after he had paid his fare, and because he refused to pay an extra charge for failing to procure a ticket, which he had applied for, but could not obtain of the agent, and after the assault and ill usage, he paid the extra charge, and was permitted to remain on the train.

The thirty-fourth section of the general law regulating our railroads, declares that "if any passenger shall refuse to pay his fare or toll, it shall be lawful for the conductor of the train, and the servants of the corporation, to put him out of the cars at any usual stopping place the conductor may select." And this provision has been held to apply to all railroads in the State. This, then, renders it lawful to put a passenger from the cars at any usual stopping place, when he refuses to pay his fare, and, by implication, makes it unlawful to put such a passenger off at any other place. Then, when the conductor expelled appellee, between stations on the road, he did an unlawful act. And, in this, the two cases are alike. Trespass was maintained in Dally's case, because he had done no act, or failed to perform any, which authorized the conductor to put him from the train at that or any other place; while, in this case, appellee had done no act which authorized the conductor to eject him from the cars at the place where it was done. He failed to pay his fare when it was demanded, which authorized the conductor to require him to leave the train at a regular stopping place, and, at such a place, he would have been required to request him to

leave the cars, and, in case he refused, to then employ such force, and only such, as would be necessary, to remove him from the cars.

In Dally's case, the road was held liable because the conductor used force where the law did not warrant it. In this case force was employed where the law prohibited it, and hence the two cases are alike. In this case, it is true, appellee refused to pay his fare, but the law had said that, for that, the conductor should not remove him from the train, except at a regular station. The law, so far from sanctioning the force used in this case, had, on the contrary, forbidden it. By the use of force in this case, in ejecting appellee between usual places for stopping on the road, it was a trespass of its servants, precisely as in Dally's case. Had the conductor stopped his train and ordered appellee to get off, and he to avoid altercation, had obeyed, then, as no force would have been employed in wrongfully putting him from the train, the case would no doubt have been the proper remedy. It will be observed, that the Court in Dally's case, in stating the case, and not trespass, would lie, only refers to doing a lawful act in a careless and negligent manner, and not to the performance of an act which the law has prohibited, as in this case, with force and violence. What is there said, would apply to putting a passenger, who refuses to pay his fare, from the cars at a regular station. Because appellee had failed to perform a legal and moral duty, it did not authorize the conductor to take the law in his own hands, and, in violation of the statute, forcibly expel him at a place prohibited by the law.

It is next urged that the conductor was warranted in what he did, because appellee said to the conductor, that if he would stop the train he would get off, as he had passed the station where he had intended to leave the train, and when it was stopped he refused to leave. While such conduct is highly improper, and it is well calculated to try the patience of any conductor, and which no doubt subject appellee to damage for the wrong, and may be a mitigating circumstance in the case, we cannot hold that it was a justification of the acts of the conductor. The law had prohibited him from forcibly expelling appellee at that place, and the offer to get off there, which was retracted, did not amount to a license to use the force and violence employed in ejecting him.

It is insisted that the damages found by the jury are excessive, and so much so, as to require a reversal of the judgment. A careful examination of the evidence in the case, shows that appellee did not receive any serious and lasting injuries; his face was scratched and the skin was abraded slightly, on one or two places on his limbs. He, however, says he was kicked and hurt. Even conceding this to be true, he seems, the next day, which was Saturday, and the next Monday to have been about attending to his business. It does not appear that he was confined to his room even, much less being confined to his bed, from the injuries; he does not appear to have lost any time or suffered pecuniarily from those injuries; he does not seem to have been compelled to seek medical advice nor to have incurred any expense from his injuries. And when it is remembered that he committed the first wrong by refusing to pay his fare and having proposed to

get off if the conductor would stop the train, and then refused when the train was stopped, we think a thousand dollars damages as excessive and grossly excessive. That sum was held to be so in *The Chicago, Burlington and Quincy Railroad vs. Parks*, 18 Ill., 460, and *The Terre Haute, Alton and St. Louis R. R. vs. Vanatta*, 21 Ill., 188, and the judgment of the Court below, in each of those cases, was reversed for that reason. It is true, that in this case there was more violence employed than in either of those, but it seems to bear no proportion to the verdict of the jury.

It may be urged, that the life of appellee was endangered, but it appears that if it was, it resulted from his efforts to again get upon the car after he had been expelled, and the train had started. He seems to have been ejected some three or four miles, only, from a station, and in the immediate vicinity of a house and in a settled neighborhood. And although in the night and when the weather was cold, still he does not have seemed to have suffered pain, injury to his health, or any great inconvenience. That he suffered in dignity, and some personal injury, there is no doubt, but when we see that he did the first wrongful act and when we consider the extent of the injuries inflicted upon him we are constrained to say that we regard the verdict as excessive, and while railroads, like individuals, must be held to the performance of every duty, they at the same time like individuals are entitled to the protection of the law, and in case where they are parties we will look at the circumstances in determining whether damages are excessive which juries have found against them. Had this been a verdict against an individual under the same circumstances it would have appeared palpably excessive.

The Court below erred in refusing to grant a new trial, and the judgment of the Court below must be reversed and the cause remanded for a new trial.

Judgment reversed.

From the Atlanta New Era.

Narrow Gauge Railroads.

Narrow gauge railroads are now the subject of discussion in railroad circles, and by railroad managers and incorporators throughout the whole country. It has suddenly been discovered that a narrow gauge railroad would do all the business required of a broad gauge; and, at the same time, cost only half as much to construct, equip, and operate it.

As a narrow gauge railroad has for several years been in highly successful operation in Wales, this recent discovery is a tangible fact, and the construction of a narrow gauge road in this country would not be, and is not, an experiment.

But what is a narrow gauge railroad?

The gauge now most in use North is four feet eight and a half inches, while in the South five feet is the usual width. All the narrow gauge roads I know of being in course of construction, are being built with three feet gauge, and those contemplated in Georgia and other Southern States are for three feet gauge, while the great Southern Pacific Company have about agreed to adopt a narrow gauge, but it is three feet and a half.

This State's endorsement of bonds is contingent upon the road asking such indorsement building a first class road, as to materials and workmanship.

A great draw back to incorporators of contemplated roads in Georgia, to which "State aid" has been guaranteed by the Legislature, is, "Will a

narrow gauge track be considered 'first class, and, if so, how narrow?"

Certainly, the Southern Pacific will be a first class railroad, and will not the 3½ feet gauge, to be adopted by that road, be regarded as narrow as first class could be considered?

I hope it will not!

I think railroad projectors in Georgia, in building roads 3 feet wide, will commit proportionately, as great a mistake as did those who built 5 feet gauge roads; and, before five years, will see their error and heartily wish they had built them more narrow.

The successful road in Wales is two feet in gauge, and they wish it was but eighteen inches.

A road with three feet gauge can be built, equipped and operated for sixty per cent. of the amount five feet gauge requires, while a two feet gauge can be built, equipped, and operated for forty per cent. of the amount a five feet gauge requires, and do all the work required of any road in the South.

The locomotives would weigh four to eight tons instead of twenty to forty tons.

The cars would weigh two or three tons instead of ten to thirty tons.

The iron would weigh twenty-five pounds to the yard instead of sixty pounds, and in this proportion the entire two feet gauge road.

Instead of a passenger train weighing, without passengers, seventy tons (and mighty costly tons) dragging its weary way over the broad gauge, grinding and tearing the track to pieces, averaging forty passengers, the two feet gauge train, weighing twenty-five tons, would glide rapidly and safely along with its fifty passengers, all comfortable, cozy, and good natured.

Instead of a freight train, the engine and sixteen cars weighing two hundred tons, (very expensive tons) and carrying sixty to seventy-five tons of mixed freight, the two feet gauge freight train of the same number of cars, weighing sixty tons, would walk over the track with the same quantity of freight.

The experience of the Wales two feet gauge railroad managers is, that cars are much less liable to run off the track than on broad gauge roads, and the speed at which trains may be safely run is only to be governed by the capacity of the locomotive. Now, as there are doubts whether a quite narrow track, say two feet, would be deemed first class, the question ought to be settled. It is not the business a road does that makes its road bed and track first class; neither is it its width or immense dead weight of motive power and rolling stock. If it can be satisfactorily demonstrated that a two feet gauge road can do the business of a five feet gauge road in Georgia—let it be regarded as first class, provided it is well built of good material. Let us have no wide three feet roads; let us have narrow, two feet roads, and Georgia will soon be a gridiron, and the richest and most prosperous State in the Union.

A. L. HARRIS.

Virginia Valley Railroad.

A correspondent of the Richmond (Va.) *Dispatch*, writing from Staunton on the 10th inst., has the following:

The agents of the Valley railroad have called upon the city to pay up 30 per cent. of the \$150,000 voted by the people to the said road, and as soon as the necessary papers are prepared the bonds will be issued and the road put under contract. There are two lines surveyed from this place to Harrisonburg, and President Garrett has offered to locate the road on the line that subscribes most liberally to its construction. The upper line, called the Bridgewater route, will most probably get the road, as such men as Major J. Marshall McCue and others are active in soliciting subscriptions, and have a considerable amount already subscribed.

The contract to build the Cayuga Lake Shore Railroad has been let to Colton Smith, of Massachusetts.

The Harrisburg Car Manufacturing Company.

From an article in a late number of the *American Railway Times*, we condense an interesting description of one of the latest manufacturing establishments in Harrisburg:

A co-partnership of several capitalists was formed in the fall of 1853, to erect the Harrisburg Car works, with a paid up capital of \$25,000. A tract of ground containing 2½ acres, bounded on one side by the Pennsylvania Central railroad, and on another side by the Pennsylvania canal, was purchased, and the erection of the necessary buildings commenced. These were completed in March, 1854, and the company immediately went into operation. During the first year they employed an average of 50 hands. The receipts for manufactures during the first year amounted to \$100,000, while the expenditures were only \$93,000, leaving \$5,000 net profit on the investment.

Although working with a limited capital and proportionate facilities, yet under the energetic and skillful management of the superintendent, Mr. W. T. Hildrup, their reputation as car builders had increased to such an extent, that with the increased demand for cars, the company were obliged in 1863 to reorganize as a stock company, increasing their capital to \$75,000. Three and one-half acres of ground were purchased, and additional buildings erected, and the works run to their fullest capacity; and in 1871 we find their capital increased to \$300,000, with facilities second to none, turning out eight eight wheeled cars complete each day.

In 1867 the company commenced the making of machinists' tools, such as lathes, planing machines, drills, &c., and so great was the success in this department that in 1869 the company found it necessary to increase the capacity of this branch. To erect the necessary buildings they purchased twenty acres of ground on Allison's hill, about three-quarters of a mile from the car works proper, and thereon erected the large and substantial building known as the Harrisburg Foundry and Machine works, a branch of the company, at a cost of \$150,000. These works went into operation on the 1st of November, 1870.

During the month of March, 1871, the company were obliged to erect a large boiler shop, adjoining the foundry and machine works, for making boilers for oil tank cars, steam purposes, &c. The foundation was commenced March 1st, the building finished on the 15th, and operations commenced on the 20th of the same month.

In 1868 the company purchased the large steam saw and planing mill, together with four acres of ground, below Mulberry street, about one mile distant from the main works, as a valuable auxiliary to the car building department. Last year this department turned out over 5,000,000 feet of lumber, the receipts amounting to over \$125,000.

The Car works now occupy six acres of ground, and the company employ 440 men in the different shops, the product being about \$2,000,000 yearly. The foundry and machine works occupy four acres and employ 85 hands, with a capacity of some \$125,000 per annum. The saw mill has 37 hands employed, turning out some 5,000,000 feet per annum, while the boiler shop has fifty hands, capable of turning out eight oil tanks per week, or a product of \$125,000 per year.

WILLIAM CALDER, Esq., is president of the company, and W. T. HILDROP, Esq., is treasurer and general superintendent of the works.

It will be observed that this company, with its latest and most improved machinery, and with the facilities of conducting the building of cars in all its branches, having one of the best locations in the country, and with every facility for cheap and convenient transportation, besides being at the very headquarters for iron, coal and lumber—the three heaviest items in their business being cheaper than at any other point in the country—they must necessarily possess unrivalled advantages for manufacturing cars with the greatest economy and dispatch.

THE NEW YORK (VIADUCT) RAILWAY COMPANY.

PUBLIC NOTICE.

The undersigned COMMISSIONERS of STOCK SUBSCRIPTIONS to the NEW YORK RAILWAY COMPANY, give notice that the **Books of Subscription** to the Capital Stock of such Company **WILL BE CLOSED** on the

31st day of August, 1871.

UNTIL THAT DAY the Books will remain open

for Subscribers at the Banking House of
Duncan, Sherman & Co.,
No. 11 Nassau Street,

and also at the

Bank of the Metropolis,
No. 31 Union Square.

Until the Books of Subscription are closed, **ALL SUBSCRIBERS** for Stock will have the **Benefit of Interest** upon the several instalments paid, and as allowed to those subscribing within thirty days after the Books were opened.

Dated, New York, July 24th, 1871.

Alex'r T. Stewart, }
John Jacob Astor, } Commissioners on behalf
Levi P. Morton, } of the Company.

Marquette and Ontonagon Railroad.

At a meeting of the stockholders of the Marquette and Ontonagon and the Bay de Noquet and Marquette Railroad companies, held on the 29th of July, the agreement for the consolidation previously made by the directors of the two companies was unanimously ratified. The name of the new corporation is the Marquette and Ontonagon Railroad Co., and it is now possessed of all the former property of the two companies. Its directors were named in the articles of consolidation as follows:

Joseph S. Fay, Francis C. Foster, Edmund W. Clap, Joseph Isaghi, Joseph S. Greenough, Boston; T. P. Goddard, Providence, R. I.; Edwin Parsons, New York; Peter White and S. P. Ely, Marquette.

At a subsequent meeting of the directors the following officers were chosen:

Joseph S. Fay, President.
S. P. Ely, Vice President.
Joseph F. Greenough, Sec. and Treasurer.
D. H. Merritt, Superintendent.

The company has forty miles of track, with rolling stock sufficient to move a million tons of freight in a single year, the present time card providing for forty-six regular and eighteen extra trains, daily. The track and rolling stock is in the best possible condition, and the general management equal to that of any of the more pretentious lines, east or west. Since the appointment of M. Merritt as superintendent, many needed improvements have been made, and the road is now run at a less cost and to better advantage than ever before. We of the iron district certainly have reason to be proud of our railway, without which Marquette would be a wilderness, and our iron interest of far less importance.—*Marquette Mining Journal*.

The European and North American railroad, between St. John and Bangor, is rapidly approaching completion. There are nine miles of track yet to be laid, the rails and sleepers for which are on the ground.

Railroads of the State of Connecticut.

A tabular statement of Stocks, Bonds, Length, Cost, Earnings, Expenses, Dividends, &c., for the fiscal year 1899-70.

Compiled from the Annual Reports of Companies to the General Railroad Commissioners.

	Capital Account.		Length of Track.		Cost of Roads.		Gross Earnings.		Expenses.		Dividends.	
	Stock.	Bonds.	Total.	Main.	Branch.	Other.	Passenger.	Freight.	Total.	and Rents.	Am't.	P. C.
Boston, Hartford and Erie.....	789,251	2,255,500	3,044,751	113.00	50.00	15.17	201,740	264,823	476,563	359,784	110,948	.....
Connecticut Valley.....	1,419,305	81,500	1,500,805	.....	.....	.....	(Under construction—length 44 miles.)	.....	.....	.....	.....	.....
Danbury and Norwalk.....	400,000	800,000	1,200,000	23.80	4.00	.....	73,997	94,098	168,095	98,281	82,163	16
Hartford and New Haven.....	4,800,000	754,000	5,554,000	62.00	13.00	72.87	999,762	848,717	1,848,479	1,283,606	645,614	12
Hartford, Providence and Fish-kill.....	2,037,939	2,255,500	4,293,439	122.36	0.81	16.92	475,029	374,165	849,194	767,363	121,394	.....
Housatonic.....	2,000,000	341,000	2,341,000	74.00	.....	.....	208,304	464,611	672,915	606,071	147,026	8*
Naugatuck.....	1,864,400	120,500	1,984,900	57.00	.....	.....	211,512	385,177	596,689	418,997	196,565	16
New Canaan.....	163,905	75,756	239,661	8.34	.....	0.29	9,855	5,269	15,124	32,638	Loss.	.....
New Haven and Derby.....	426,000	525,000	951,000	10.33	.....	.....	(Under construction—no returns.)	.....	.....	.....	.....	.....
New Haven, Middletown and Willimantic.....	500,000	3,600,000	4,100,000	22.00	.....	0.50	(Under construction from Middletown to Willimantic.)	.....	.....	.....	.....	.....
New Haven and Northampton.....	1,800,000	1,400,000	3,200,000	99.10	15.13	.....	125,056	226,519	351,575	335,614	37,216	.....
New London Northern.....	1,003,500	651,500	1,655,000	100.00	.....	.....	205,520	240,042	445,562	396,714	68,680	8
New York, Housatonic and North-ern.....	221,700	141,500	363,200	5.00	.....	.....	1,740,688	2,994	4,734,682	1,584,394	714,744	10
New York and New Haven.....	6,750,000	1,061,500	7,811,500	62.25	.....	73.50	385,1	480,479	1,279,711	2,299,138	1,584,394	.....
New York, Providence and Bos-ton.....	1,887,348	1,025,000	2,912,348	62.00	.....	5.00	376,753	269,190	645,943	489,912	172,741	9%
Norwich and Worcester.....	2,364,400	776,000	3,140,400	59.40	7.00	12.00	208,553	369,553	578,106	465,645	148,555	10
Ridgfield and New York.....	114,000	.....	114,000	.....	.....	.....	(Oper. by Hartford, Prov. & Fish.)	(Under construction.)	.....	.....	.....	4*
Rockville.....	97,750	39,400	137,150	4.80	.....	0.75	232,679	56,544	289,223	222,103	94,129	8
Shenau.....	160,770	200,000	360,770	50.00	.....	2.50	(Operated by Hartford, Providence and Fishkill Company.)	(Operated by Naugatuck Company.)	.....	.....	.....	.....
Shore Line.....	994,300	200,000	1,194,300	2.50	.....	0.19	(Operated by Hartford and New Haven Company since Dec. 12, 1870.)	.....	.....	.....	.....	.....
South Manchester.....	115,533	16,000	131,533	4.40	.....	.....	.....	.....	.....	.....	.....	.....
Watertown and Waterbury.....	115,533	16,000	131,533	4.40	.....	.....	.....	.....	.....	.....	.....	.....
Windsor Locks and Suffield.....	115,533	16,000	131,533	4.40	.....	.....	.....	.....	.....	.....	.....	.....

Dividends marked with the asterisk (*) were paid on preferred stocks only.

Blue Ridge Railroad.

Some weeks ago it was announced in these columns that arrangements were then progressing for an effective programme looking to the early completion of this great enterprise, so long cherished by the people of this State. The consummation of these arrangements are now made public. The State stock in the Blue Ridge Railroad has been purchased by an association of gentlemen, embracing leading citizens and influential capitalists of this State, together with persons of ample means and influence in New York. This stock has been transferred upon the condition that the State shall be protected from loss upon the \$4,000,000 guaranteed bonds, and that the road shall be completed within five years from the date of transfer. The sum agreed to be paid for the stock is merely nominal it is true, but the new company amply reimburses the State by affording protection from any loss upon the State guarantee, and by rapid completion of the enterprise. Besides, it is agreed that the State shall receive \$10,000 per annum for five years after the completion of the road, as a further payment for the stock now transferred.

The plan for the completion of the road is to change the gauge to three feet, and surveys will be commenced without delay to make the contemplated alteration. It is believed that the narrow gauge, as it is termed, will answer every purpose for the most extensive business and traffic ever claimed for this road. The subject has been thoroughly matured, and all the sources of information exhaustively explored with a view to the proposed change. The facilities for meeting the demands of trade and commerce are confidently expected to prove adequate under the narrow gauge system, while the lessened expenses of construction and the low cost of operating the road when completed, afford the strongest inducements for a trial of this system which is attracting so much attention throughout the civilized world. In proof of the assertion that this plan has been carefully considered, we will state that Col. James P. Low, Chief Engineer of the Blue Ridge Railroad, has in press an elaborate report on the subject of narrow gauge railways, in which the system is thoroughly discussed and its merits and demerits explained. The adaptation of the three feet gauge to the wants of commerce in this State is reduced to an absolute certainty by facts and figures. The report will likewise contain valuable information and interesting statistics concerning the Blue Ridge Railroad, and we shall look for its publication with anxiety.—Anderson Intelligence.

A correspondent of the Baltimore Sun, writing from Washington says: "The Washington and Richmond railroad is being pressed forward with vigor. Everywhere in this neighborhood cuttings, embankments, culverts and bridges are all under full complements of hands. Some preliminary movements looking to a legal trial of the right of that company to take possession of the Alexandria and Washington turnpike for the bed of their road have been made, but no legal action is yet taken."

We learn that a sufficient quantity of iron to complete the Port Huron and Lake Michigan railroad from Lapeer to Flint has been received at Port Huron, and that there is no doubt of the completion of that section of the road before the 1st of October. Ample funds to pay for the iron between Flint and Owosso have been procured, and that section of the road will be immediately put under contract. The earnings of the road on the section completed—from Port Huron to Lapeer—from passengers and freight for the month of July, reached \$17,871.42.

The Baltimore and Potomac Railroad Company has awarded the contract for arching the tunnel by which the road runs under the city of Baltimore from Cathedral to Arch street, to Mr. Henry E. Loane, of that city. The length of the tunnel is nearly a mile and a half, all of which is first excavated, to be filled in when the arch is erected, except about one hundred feet. This is said to be one of the largest contracts for brick-work ever awarded in Baltimore, involving as it will the use of more than fifteen millions of brick.

The Worcester (Md.) railroad has given a standing order for sixty tons of iron per week till the road is completed. It is expected that the work of laying the track will progress as far as Newark by the middle of September, and that by the 15th or 20th of October the road will be at Snow Hill.

A despatch from St. Pauls, Minn, says the North Pacific railroad from Duluth westward to Crow Wing, on the Mississippi river, a distance of 125 miles, has been accepted from the contractors.

FORTIETH DIVIDEND

WASHINGTON INSURANCE CO.,

No. 172 BROADWAY,

NEW YORK, July 28, 1871.

A DIVIDEND OF FIVE PER CENT. has been declared, payable Aug. 1, free of tax.

WM. K. LOTHROP, Secretary.

CIVIL AND MECHANICAL ENGINEERING, at the Rensselaer Polytechnic Institute, Troy, N. Y. A higher and more practical Course of Instruction will be given here than has ever been attempted elsewhere in this country. Re-opens Sept. 13th. For the Annual Register, containing improved Course of Study, and full particulars, apply to PROF. CHARLES DROWNE, Director.

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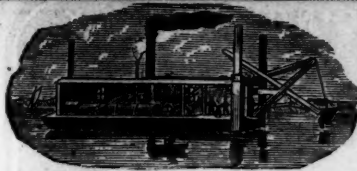
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OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 21, 1871.

A DIVIDEND OF FIVE PER CENT. IN CURRENCY, free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of August next to the holders of full-paid shares registered at the close of the 15th day of July next, after which date and until the 5th day of August next the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer

NOTICE TO CONTRACTORS AND BRIDGE BUILDERS.

DEPARTMENT OF SURVEYS,
224 South Fifth Street, Philadelphia.

SEALED PROPOSALS will be received at the Department of Surveys until three o'clock P. M. of September 6, 1871, for the construction of a Bridge over the river Schuylkill, on the site of the Suspension Bridge at Fairmount, with approaches to Twenty fifth and Spring Garden streets, in the Fifteenth ward, and to a point about 144 feet westward of Thirtieth street, in the Twenty-fourth ward, as follows:

First. For the Bridge superstructure over the river, including all materials, workmanship, and erecting ready for use. It will be of wrought iron, 348 feet from centre to centre of end posts, and 34 8-10 feet from centre of lower to centre of top chord, and also two trusses for Thirtieth street, to be 84 feet from centre to centre of end posts, and 10 5-10 feet from centre of lower to centre of top chord, also of wrought iron. Detailed plans with complete strain sheets for these bridges, conforming to specifications, to accompany proposals, which on main Bridge shall give prices for both a two and three truss bridge.

Second. For all the iron work on approaches to be erected complete, as per plans and specifications.

Third. For the gradation and masonry, to include curbing and paving, as per specifications and plans.

Each bid must be made upon blanks prepared, otherwise they will not be accepted, and every bidder must submit the names of two persons of undoubted responsibility, who will be bound with them as security for the faithful completion of the contract. The City reserves the privilege of rejecting any and all bids that may not be satisfactory, and each proposal as herein divided will be considered separately and will be so allotted.

Payments will be made monthly in bonds of the City of Philadelphia, or in cash, at the discretion of the Mayor.

Each bid must be accompanied by a certificate from the Law Department that a proper bond for the sum of five hundred (\$500) dollars has been filed there, in accordance with the ordinance approved May 25, 1860.

The contractor or contractors, in making their proposals, shall do so with the understanding that if their proposal shall be accepted, that every dispute or difference which may arise shall be decided by the Chief Engineer and Surveyor, from whose decision there shall be no appeal.

All bidders are invited to be present at the opening of proposals offered on said day, at 3 1/2 o'clock. Plans may be seen and examined at the Department of Surveys, where specifications and blank proposals may be obtained, on and after the 22nd day of July, inst.

STRICKLAND KNEASS,
Chief Engineer and Surveyor.

YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls, YORK, PENN.

This o'd established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

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50 LBS. ERIE PATTERN. Now in yard and for sale

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State Railroad Bonds.

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FIRST MORTGAGE GOLD BONDS

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RONDOUT AND OSWEGO RAILROAD.

Principal and Interest payable in Gold.

SEVEN PER CENT. SEMI-ANNUALLY.

This Road covers 100 miles of the most direct possible line between the Great Lakes and deep water navigation on the Hudson River, the whole line of which will be completed and in operation on or before October 1, 1872, and give a new line of road to Lake Ontario and the West 25 miles shorter than any line that can be found.

It passes through the Cement, Flag-Stone, and Lumber regions of Ulster County, and the rich agricultural bottoms of Delaware and Greene Counties, all of which have not heretofore been reached by railroad facilities, and from which sections the formation of the country prevents the construction of a competing line.

The 36 miles of road operated for three months is already paying net earnings equivalent to 7 per cent. gold on its cost of construction and equipments. The issue of Bonds is limited to \$20,000 per mile of COMPLETED ROAD, the coupons payable in gold in this city. Price of the Bonds 90 in currency.

Full particulars of the above may be had of, and the Bonds for sale by,

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Contract for **BUILDING and OPERATING** at any point required.

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CAMP'S IMPROVED DUMPING CAR.



Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

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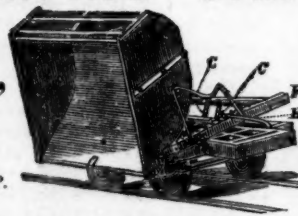


Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

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CARRYING MAILS, PASSENGERS AND
FREIGHT TO
KINGSTON, JAMAICA, AND PACIFIC COAST
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AND CHILE.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Aug. 30, steamer OCEAN QUEEN, CAPT. A. G. JONES, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with steamer MONTANA, Capt. —, touching at Punta Arenas, Acapulco and San Jose de Guatemala, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Aug. 28.

Steamer JAPAN will leave San Francisco, Sept. 1, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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